Maritime Heritage Minnesota

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Log Book 38 of the USS Essex

August 1, 1896 - January 31, 1897

The Day-to-Day Operations of Shipbuilder Donald McKay's Last Ship



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USS *Essex* Log Book 38

Finding Aid

Adams class ship USS *Essex* (IX-10) was designed and constructed by premier North American shipwright Donald McKay. Her keel was laid down in 1874 and she was launched in 1876. She was a three-decked wooden screw steamer sloop-of-war with auxiliary sail (bark-rigged). She was 185 feet long, 35 feet in the beam, had a 14.25-foot draft, and was 1,375 tons. When commissioned, she carried six big guns, all muzzle loaders: one XI-inch and four IX-inch Dahlgren Naval Artillery guns, and one 60-pound Parrott Rifle The ship's armory carried dozens of small arms including rifles, pistols, revolvers, and cutlasses. Further, she carried a six auxiliary boats including a launch, two cutters, a whale boat, one gig, and a dinghy. The combinations of guns and watercraft carried on board USS *Essex* could change from log book to log book. She served with the US Navy in active duty and as a training ship with the Ohio Naval Militia, the Illinois Naval Militia, and the Minnesota Naval Militia. She was intentionally burned on Minnesota Point in Lake Superior at Duluth in 1931. Her Minnesota Archaeological Site Number is 21-SL-1030 and she is a National Register of Historic Places Property.

Maritime Heritage Minnesota digitized the 62 known USS *Essex* log books held at the National Archives in Washington, DC, and at the US Naval Academy in Annapolis in 2010. The log books consist of the daily activities on board the *Essex* as recorded by deck officers on duty. Those deck notes were then transcribed to be the official log of the *Essex* that were sent to the Navy Department in Washington, DC, where they were bound into their current book form. At the beginning of most log books, there are: a title page, two list of officers pages, a crew complement page (listing the crew by rank and job), an armaments page (list of the different large guns, boats, and small arms), and two pages of compass observations. Not all log books contain these pages and some include additional information, including a plan and section of the *Essex* in Log Books 8 and 9 and four pages of directions on how to fill out log pages in Log Book 21. Sometimes two transcribed versions of log pages were sent to the Navy Department and duplicate books were produced. However, sometimes the duplicate books were not bound with exactly the same pages, so some books overlap each other in date. Also, some log book pages have writing too close to its spine edge and after binding, some words and numbers were 'lost' in the spine if the binding remained tight over the decades. Further, it must be kept in mind that the names of ships, both American and foreign, as well as geographical locations usually expressed in different languages will have variations in spelling. With this in mind, the deck officers of the *Essex*, when writing the log pages, may misunderstand what the actual name of a ship or geographical marker actually is and their handwriting may present challenges or be nearly illegible. The editing of this log book and the creation of the finding aid was made possible by a generous donation from MHM friend and supporter Dr. Natalie Rosen.

Log Book 38 of the USS *Essex*: August 1, 1896-January 31, 1897

The National Archives houses USS *Essex* Log Book 38. Throughout Log Book 38, comments were made on:

- sail adjustments with sail type and action specified
- banking of boiler fires in order to put the ship on stand-by for immediate use
- coupling and uncoupling the propellor when the ship was shifting from steam to sail and *vice-versa*
- when under steam the different watches record the average steam boiler pressure and engine revolutions; sometimes specific boiler are mentioned by their letter designation
- lowering of smokestack and proceeded under sail and *vice-versa* when the *Essex* was underway
- when anchored nearly every watch described the state of the anchor cables: crossed ('cross in hawse, stbd chain on top' or 'Elbow in hawse') and often will mention 'clearing the hawse' (the crossed anchor cables were uncrossed)
- casting deep sea lead for soundings
- swinging the ship to test for compass deviation
- patent log readings
- water distillation using the ship's boilers to produce freshwater and refilling the freshwater tanks
- coaling of the ship
- discharging ashes onto a lighter
- weather recording: temperature, wind speed and direction, barometer readings, state of the sea
- recording the ship's behavior (heavy rolling or pitching)
- testing flood cocks in magazine and gun rooms
- testing of all electrical apparatus
- crew conducting ship maintenance: engine maintenance/repair, boiler maintenance/repair, coal bunker maintenance/repair, general ship cleaning, bilge cleaning and checking pumps, scraping and painting - and sometimes tarring and caulking - the ship's hull and infrastructure, caulking the decks, iron work maintenance/repair, rigging repair/replacement, tarring down rigging, airing of rigging, repairing stays, repairing yards and booms, loosed sails to dry, repairing sails, replacing sails, scraping and slushing spars, scrubbing masts and yards, repairing masts, hawser (mooring lines) maintenance/repair/replacement, condenser bed timber repair/replacement, engine bed timber repair/replacement, steam cutter maintenance/repair, steam/sail launch maintenance/repair, gig maintenance/repair, dinghy maintenance/repair, whale boat maintenance/repair, turned and cleaned hammocks and bedding, painting hammock netting panels, scraping and blacking boat davits, repaired ground tackle, repaired sounding apparatus, scraping out smokepipe, inspected cotton primers, repairing binnacles, repairing waste pipes of magazine and shell room, repairing rail, repaired skylights, repaired awning stanchions, awning repair/replacement, repairing air ports, repairing gun ports, repairing water closets, gun carriage/battery maintenance/repair

- crew conducting drills: furling and unfurling sails, target practice with the main battery (great guns), target practice with the air gun, floating target practice, boat drills - all hands called to arms and away all boats for naval tactics under sail and oars, on shore target practice, general quarters drills, small arms drills, fire drills, single stick drills, revolver drills, torpedo drills, passing powder drills, fuze drills, abandon ship drills, man overboard drills, Gatling gun drills, howitzer drills, skirmishing, battalion drills, machine gun drills, pistol drills, rifle drills, bayonet drills, target practice with targeting hanging from a yardarm, Morse signal drills, landing party drills, navigation drills, man overboard drills, signaling with the flagship, Army and Navy signaling drills, watch signal drills, international signal drills, basic medical training (tourniquets, resuscitation), Marine Guard drill
- Marine Guard drills in the cutter
- cadet/apprentice drills: signaling drills, wig-wag signaling drills
- receiving fresh water from shore through pumps or lighter
- receiving provisions and stores: food, medical supplies, clothing, engineering gear, construction
- Quarterly Board of Survey's findings of condemned articles on board (food, equipment) and their fate (food was usually tossed overboard) from the inventories of the different ship's departments (Ordnance, Engineering, Navigation, Equipment, Medical, Pay)
- crew promotions
- crew quarters inspection
- liberty parties sent ashore
- crew members are discharged at their own request (DOR)
- lists of new crew members - recruits or transfers from other ships- taken on board during a cruise
- crew transfers to other ships
- crew reporting the expiration of their contracted naval service
- crew members in solitary confinement or other punishments for various infractions, AWOL crew, general and summary court martial proceedings, AWOL crew put in irons
- rewards offered for the return of AWOL crewmen
- weekly Sunday services; after the services, once a month, the Articles for Better Government of the Navy were read to the crew

NOTE: The *Essex* deck officers who recorded the daily happenings on the ship often translated the names of non-American ships incorrectly. MHM determined the correct spellings of the ships and those corrections are reflected in the Finding Aid, not the poorly transliterated ship names.

At the beginning of Log Book 38, on August 1, 1896, the USS *Essex* was at sea, with her apprentices practicing gunnery, single sticks, seamanship, and signals. The ship remained steaming and sailing for the entire month, passing numerous steamers and sailing vessels. On August 21, the log noted the implementation of a new form of punishment for apprentices; they were confined to the quarterdeck from sunrise to sunset on bread and water, even for relatively minor offenses that were usually related

to tobacco. The month was marked with celestial events; on August 9, a large number of small meteor particles fell onto the deck. On August 13, the sunrise was described as having 'many gawdy colors' and on August 23 there was a partial eclipse of the moon; the shadow of the Earth on the moon disappeared at 4:45 am. On August 28 a 'very long protuberance on the sun's disc'.

For the first 13 days of September, *Essex* sailed and steamed across the Atlantic Ocean, dealing with heavy squalls and gales that required the crew to batten down the hatches. The ship also experienced water pump issues and as she neared the United States, she encountered heavy fog. On September 13, Montauk Light was spotted and she steamed through Gardiners Bay; she stood into Noyack Bay, Long Island, and anchored. For the next 10 days, *Essex's* apprentices took small arms, rifle, pistol, and boat gun target practice, and painted the ship's side. On September 25, the ship got underway and anchored off Plum Island Light on the North Fork of Long Island for stationary target practice; she continued target practice through the 28th. The next day, the apprentices practiced raising and lower the topgallant and royal yards. On September 30, *Essex* passed through Hell Gate to New York, exchanged signals with USRS *Vermont*, and stood up the North River to anchor; Commander Strong visited the Commandant of the Navy Yard.

USS *Essex* remained at the New York Navy Yard for the entire month of October, with the crew working on stripping the hull and yard workmen performing maintenance and repairs every day. The ship's boats were sent ashore for storage and the yards and rigging removed to the dock. The ship's crew was sent with their bags and hammocks to USRT *Vermont* for messing and berthing. One sailor was held in double irons awaiting trial by Court Martial for being drunk on duty and 2 others faced Summary Court Martial. The log noted the movements and activities of the ships in the yard including Navy Yard tugs towing a floating derrick to the Cob Dock and many others: Torpedo Boat USS *Cushing*, Battleships USS *Indiana*, USS *Maine*, and USS *Texas*, Gunboat USS *Fern*, and Monitors USS *Amphitrite* and USS *Puritan*.

Throughout November, USS *Essex* continued her time under-going repairs and maintenance at the New York Navy Yard. Her crew continued scraping the ship's side and the apprentices went through infantry drills without arms, there were crew transfers, men on leave, and enlistment discharges. USS *Texas* moored alongside the Cob Dock, the US Coast Survey steamer *Bache* entered the Whitney Basin, and Essex moved 50 feet across the entrance to the stone dry dock on orders from the Captain of the Yard on November 4. On November 8, Flagship USS *New York* hauled down a Rear Admiral's flag and hoisted a Commander's pennant. The next day, the log reported that *Texas* was listing heavily to starboard in the early morning; sirens sounded to order the closure of watertight doors and tugs went alongside to assist in pumping out the battleship. Also, *Essex* officer Lt. Galt transferred to Monitor USS *Terror*. On November 11, the crew dressed *Essex* with an Italian flag at the main, *Texas* fired a 21-gun salute, and *New York* hauled down the Rear Admiral's flag and hoisted a Commanding Officer's pennant. *Essex* held muster at USRS *Vermon*t due to the on-going repairs and maintenance to the ship. In mid-November, USS *Fern* repeatedly left and returned to

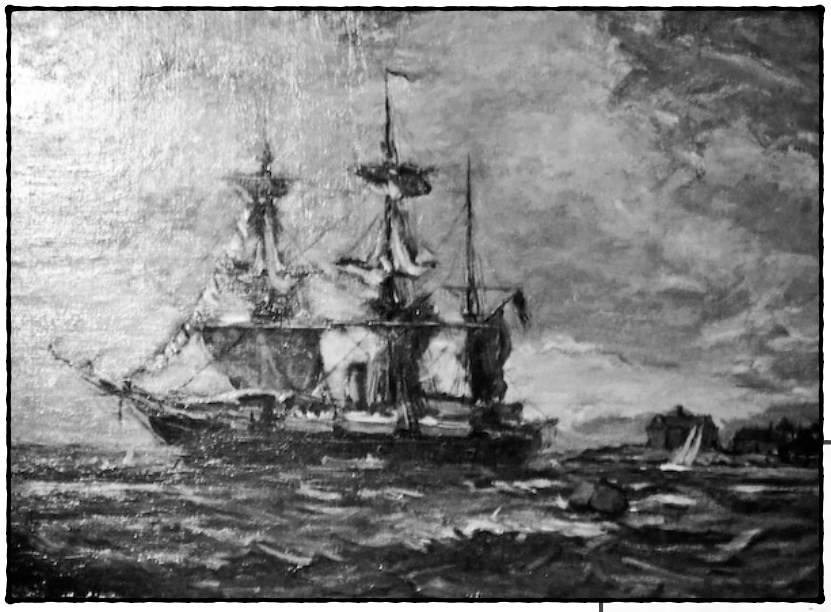
the Navy Yard and *Terror* moored to the Cob Dock astern of *Vermont*. On November 25, *Essex* received crewman from battleship USS *Massachusetts*, and 2 days later, USS *Maine* left the Yard with *Fern*; *Fern* returned the same evening. During the last two days of November, USS *Indiana* left the Navy Yard, *Essex's* crew once again mustered on the *Vermont*, *New York* shifted to the Cob Dock, and *Massachusetts* moored astern of USS *Essex*.

The first 20 days of December saw the *Essex* still full of workmen conducting maintenance and repairs. USS *Montgomery* shifted to the USS *Puritan's* former berth and the *Puritan* moored to the coal wharf. The log included a supplemental list of 45 apprentices transferred to USS *Brooklyn* and a detailed list of work being completed by the yard workers. The crew still berthed and mustered on USRS *Vermont*, and they assisted the Yard crews in rigging and scraping *Essex*. USS *Marblehead* entered and moored along the Cob Dock. *Essex's* Lt. W.B. Whittelsey transferred to Puritan, and several apprentices transferred to USS *Massachusetts*, USS *Texas*, USS *New York*, USS *Marblehead*, and USS *Montgomery*. On December 14, an apprentice returned from leave 44 DAYS overtime; he was placed in confinement to await any action taken from the CO of the *Essex*. On December 17, *Texas* fired a 21-gun salute in honor of the presentation of a set of colors by the citizens of Marblehead to USS *Marblehead*. On December 21, *Essex* was towed to drydock #2 by Navy Yard tugs and put on keel blocks to enable workers to clean the ship's bottom. During the last 9 days of the month, crews transfers occurred, stores were received, *Essex* left the drydock and moored at the Ordinance Dock, maintenance work continued, and the crew loaded stores and sails from the Navy Yard Tug USS *Narkeeta*.

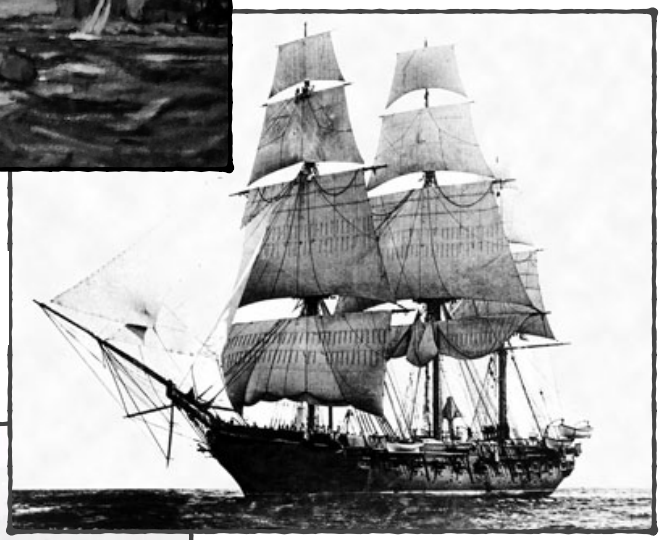
At the beginning of January 1897, USS *Essex* received provisions and coaled, and Yard workers continued with maintenance and repairs - including caulking the seas on the gun deck. On the evening of January 3, a passing steamer caused such a large wake near *Essex* that she rolled enough to part a mooring chain and loosened the others. *Essex* transferred crew to USRS *Vermont*, USS *Columbia*, and USS *Montgomery*. On January 10, *Essex* exchanged signals with *Vermont* for permission to get underway and she proceeded up the East River, dropped off a pilot and stood up Long Island Sound; the crew set all fore and aft sails and left the Sound. The next day, *Essex* exchanged numbers with USS *Constellation* at Naval Station Newport as she arrived and moored; visits were exchanged with the CO of the Naval War College, the CO of *Constellation*, and the CO of Fort Adams. On January 12, the *Essex* XO and surgeon visited the Training Station when the stationed signaled 'Commodore wishes Captain Strong'; Strong visited the station and returned that evening. The next day, 162 apprentices were transferred from *Constellation* and 3 days later, *Essex's* engineer went to USS *Cushing* as part of a Board of Survey. On January 19, *Essex* stood out of Newport Harbor under steam and then under sail, with moderate gales lasting for the next few days, the ship rolling a good deal; hurricane force gales were experienced on January 23. The next day, the ship laid to under storm sails and the ship continued to roll deeply for the next couple of days. With the rough weather lessening, the crew secured the truss band of the main yard and the port rudder chain that had unshackled from the rudder on January 26. For the last 5 days of January, the apprentices exercised at gymnastics,

divisional drills, and the main topgallant stay bolt in the fore topmast tressle tree had pulled out, and a temporary fix was performed.

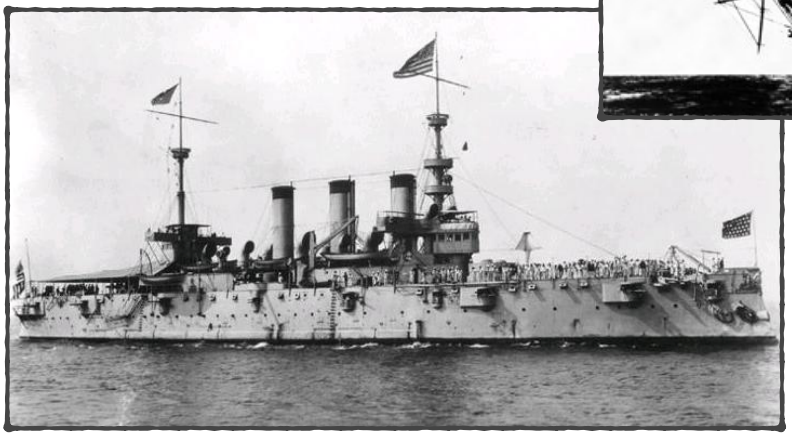
Tags:
sloop-of-war USS *Essex*, USRS *Vermont*, torpedo boat USS *Cushing*, battleship USS *Indiana*, battleship USS *Maine*, battleship USS *Texas*, gunboat USS *Fern*, monitor USS *Amphitrite*, monitor USS *Puritan*, US Coast Survey steamer *Bache*, USS *New York*, monitor USS *Terror*, battleship USS *Massachusetts*, armored cruiser USS *Brooklyn*, cruiser USS *Marblehead*, Tug USS *Narkeeta*, USS *Columbia*, USS *Montgomery*, New York Navy Yard, Naval Station Newport, astronomy, meteorites, lunar eclipse, apprentice training, ship drills, ship maintenance, steam, sail, Donald McKay



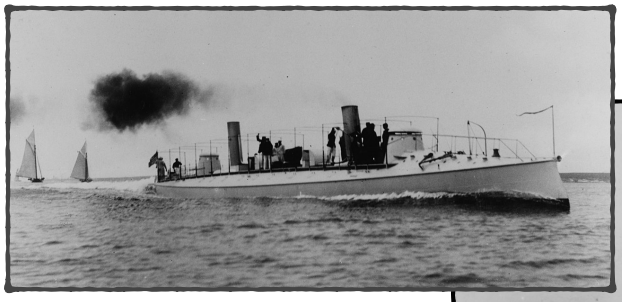
USS *Essex*



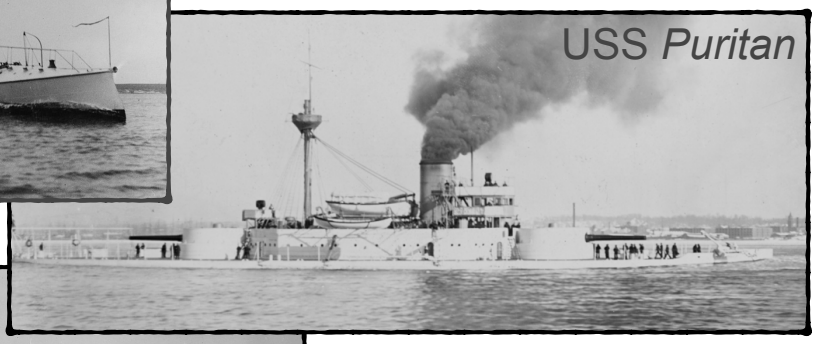
USS *Constellation*

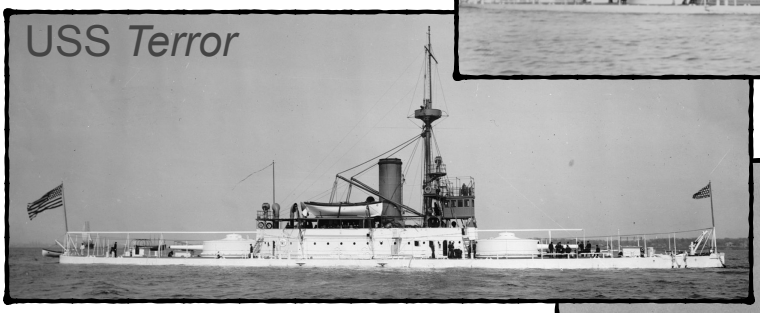


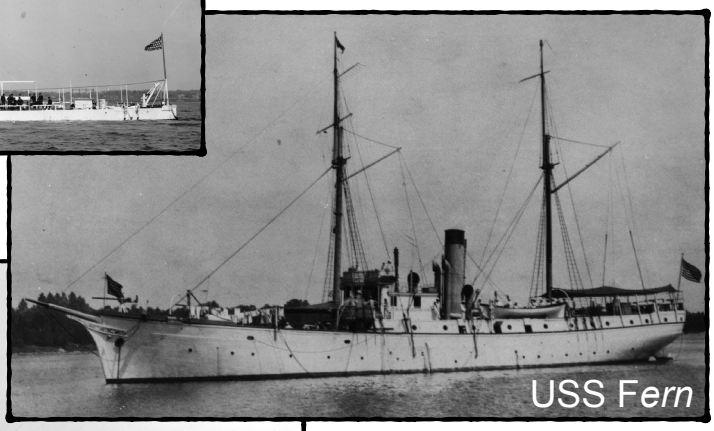
USS *New York*



USS *Cushing*

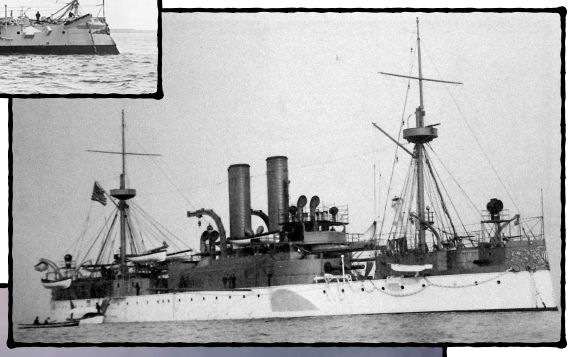


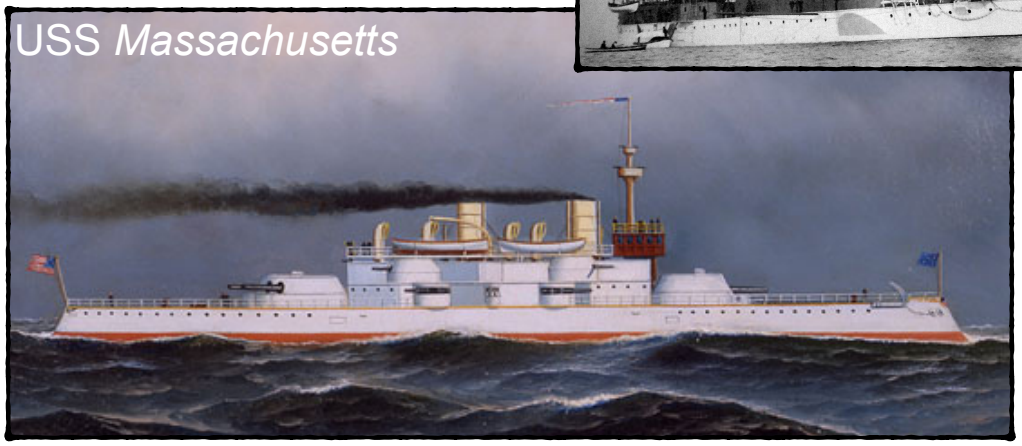






USS *Maine*





LOG BOOK

OF THE

U. S. S Essex

Third Rate,

of Six Guns,

COMMANDED BY

Commander E. T. Strong, U. S. Navy,

Attached to Training Squadron,

Commencing August 1st, 1896,

at Sea, Lat 29°-58' N. Long 25°-16' W.

and ending January 31st, 1897,

at Sea, Lat 29°-00' N. Long 51°-12' W.

BUREAU OF EQUIPMENT
NAVY DEPARTMENT.
1895.

4-205

LIST OF OFFICERS

Attached to and on board of the U. S. S Essex, commanded by Commander E. T. Strong, U. S. N., during the period covered by this Log Book, from August 1st, 1896, to January 31, 1897.

NAME.	RANK.	NAME.	RANK.
Strong, Edward T.	Commander		
Hubbard, John	Lieutenant & Executive		
Gaed, Rogers H	Lieutenant & Navigator		
Jordan, John, N.	Lieutenant.		
Luby, John J.	Lieutenant J. Grade.		
Whiteley, William B.	Lieutenant. Jr. Grade		
Tisdel, Ryland D.	Ensign		
McNamee, Luke	Ensign		
Fitts, Henry B.	P. A. Surgeon		
Potts, Stacy	Chief Engineer,		
Brice, Early E.	Asst. Paymaster		
Early, John,	Paymasters Clerk.		
Stewart, John W.	Lieutenant and Navigator		
Holmes, Walter O.	Lieutenant Jr. Grade.		
Gatlin, James A.	Passed Asst Surgeon		
Morris, Lewis	Passed Asst Surgeon.		

Examined and found to be correct.

John W Stewart
Lieutenant U. S. N.
Navigator.

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LIST OF OFFICERS

Who have died, been detached, or transferred, on board the U. S. S Essex

commanded by Commander E. F. Strong, U. S. N., during the period covered by this Log Book, from August 1, 1896, to January 31, 1897.

NAME.	RANK.	TIME OF OCCURRENCE AND PARTICULARS.
Galt, Rogers H.	Lieutenant and Navigator	Detached Nov. 9. 1896: Ordered to the U. S. S. Terror
Whittelsey, William B.	Lieutenant Jr. Grade	Detached, Dec. 8. 1896. Ordered to the U. S. S. Puritan.
Otis, Harry B.	Passed Asst. Surgeon	Detached, Dec. 12. 1896. Ordered to his home to wait orders.

Examined and found to be correct.

John W. Timmons
Lieutenant U. S. N. Navigator.

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COMPLEMENT of Petty Officers, Seamen, Ordinary Seamen, Landsmen, Boys, and Marines on board of the U. S. S Essex. ~~at first commissioning~~

January 31 1897.

NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
1	Chief Boatswain's Mate,	1
3	Boatswain's Mate, 1 class	3
8	Seamen Gunners, 2 class	8
1	Chief Gunner's Mate,	1
1 each	Gunner's Mates, 1, 2, 3 class	1 each
1	Chief Quartermaster,	1
1 each	Quartermasters, 1, 2, 3 class	1 each
6	Coxswains,	6
	Captains of Forecastle,	
	Captains of Tops,	
	Captains of Afterguard,	
	Quarter-Gunners,	
1 each	Carpenter's Mates, 1, 3	1 Chief a.W. 1 C.W. 3 cl.
1	Sailmaker's Mates,	1
	Armorer,	
1	Captains of Hold, Seaman Acting	1
6	Ship's Cooks 1, 2, 3, 4 5 3	1 each
	Ship's Corporals,	
1	Lamp-lighter, Landsman Acting	1
1	~~Carpenters and Calkers~~, Ploysinghts	1
1	Baymen,	1
1 each	Master-at-Arms, Chief 2, 3	1 1 each
1	Apothecary, Chief	1
3	~~Ship's~~ Yeomen,	3
2	~~Paymaster's~~ Yeoman, 1 class	2
	Engineer's Yeoman,	
	Schoolmaster,	
	Ship's Writer,	
1	Ship's Tailor, Landsman Acting	1
1	Ship's Barber, Landsman Acting	1
1	Painter,	1
1	Bugler, Apprentice	1
1	Jack of the Dust, Landsman Acting	1
1	Blacksmith,	1

NUMBER ALLOWED.	RATES.	NUMBER ON BOARD.
1	Cabin Steward,	1
1	Cabin Cook,	1
1	Ward-room Steward,	1
1	Ward-room Cook,	1
	Steerage Stewards,	
	Steerage Cooks,	
	Warrant Officer's Steward,	
	Warrant Officer's Cook,	
6	Seamen,	6
	Ordinary Seamen,	
9	Landsmen,	8
6	~~Boys~~, Mess Attendants	6
162	Apprentices,	162
1	Machinists, Chief 1 Cl.	1 1
1	Boiler Makers,	1
1	~~Water Tenders~~, Coppersmith	1
2	Oilers,	2
4	First-class Firemen,	2
	Second-class Firemen,	2
4	Coal Heavers,	4
	TOTAL,	

ADDITIONAL FOR FLAGSHIP.

Master of the Band,	
Chief Musician,	
First-class Musicians,	
Second-class Musicians,	
Printer,	
Steward to Commander-in-chief,	
Cook to do.	
Coxswain to do.	
Seamen to do.	
Ordinary Seamen to do.	
Landsmen to do.	

Examined and found to be correct.

John W Stewart
Lieutenant U.S.N.
Navigator.

4-265

U. S. S Essex,

Description of Instruments used for Meteorological Observations, their Location, &c.

INSTRUMENT.	MAKER.	NUMBER.	LOCATION.	DATE OF LAST COMPARISON.	COMPARED WITH—	ERROR.
MERCURIAL BAROMETER.	Henry J. Green	3298.	Cabin	May 22, 1896 Jan. 1897	Standard. Kew Observatory. London, Eng. Newport, R. I.	0.004 high .18 high
ANEROID BAROMETER.	No maker's name Shaw's Holosteric N.Y.N.	—	Forward Cabin Bulkhead.	February 1896 Jan. 1897	Standard Navy Yard, New York. Newport R. I.	0°.28' high 0°.34' high.
THERMOMETER, (Dry Bulb.)	Henry J. Green	6197	Forward Writers Office Bulkhead	Jan. 5 1893	Standard. Lisbon, Portugal.	0°-02' low.
THERMOMETER, (Wet Bulb.) (Psychrometer.)	Henry J. Green	6198	Forward Writers Office Bulkhead.	Jan. 5 1893	Standard. Lisbon, Portugal.	0°-03' low.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

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ARMAMENT

Of the U. S. S Essex.

PRIMARY.

NO. OF GUNS.	CAL.	MARK.	DESCRIPTION.	CARTRIDGE. POWDER.	CARTRIDGE. WEIGHT.	PROJECTILES. KIND.	PROJECTILES. WEIGHT.	CARRIAGES.	REMARKS.
43	4 Inch	III	Rapid fire	13/4 Lbs	1 Lb 7 Oz	Common Shell	33 Lbs.	No. 4 Mount	Dashiell Breech Plugs
44	"	"	"	"	"	"	"	28 "	" " "
47	"	"	"	"	"	"	"	42 "	" " "
48	"	"	"	"	"	"	"	43 "	" " "
49	"	"	"	"	"	"	"	44 "	" " "
50	"	"	"	"	"	"	"	46 "	" " "

SECONDARY.

38	6 Pdr.	Driggs Ires	Rapid Fire	3 Lbs.	13/4 Lbs.	Common Shell	6 Lbs	No. 82 Cage Stands	Driggs, Schroder, R. S. Co.
39	"	"	"	"	"	"	"	95 "	" " "
87	"	Bray & Whitney	"	"	"	"	"	105 "	Hotchkiss "
88	"	"	"	"	"	"	"	106 "	" "
9	1 Pdr.	"	"	10 oz.	6 oz	"	9/10 "	54 "	" "
52	"	"	"	"	"	"	"	55 "	" "

BOAT ARMAMENT.

Two 1 Pdr. Cage Stands Nos. 71 and 73 for boats.

SMALL ARMS.

Issued into the Navy Yard. { 85 Hotchkiss Magazine Rifles Caliber .45
2 Sub. Caliber Rifles .22
65 Double Action, Revolvers, .38
28 Cutlasses.

100 Lee Rifles Cal 6 Millimeters.
2 Winchester Target Rifles Cal. .22

Examined and found to be correct.

John W Stewart
Lieutenant U. S. N. Navigator.

4-265

TABLES of Deviation of the Standard Compass No. 1162 on board the U. S. S Essex

DATE:	June 12. 1896	January 1897				
PLACE OF OBSERVATION:	At sea.	Newport R. I.				
LATITUDE:	49° 47' N.					
LONGITUDE:	1° 08' W.					
OBSERVED VARIATION:	15° 37' 08" W.					

SHIP'S HEAD BY COMPASS.	DEVIATION.		DEVIATION.		DEVIATION.		DEVIATION.		DEVIATION.		DEVIATION.	
NORTH.	1° 00'	E.	Ind.	4° 00'	E							
N. by E.	1° 37'			6° 00'								
N. N. E.	2° 14'			8° 00'								
N. E. by N.	2° 56'			11° 00'								
N. E.	3° 39'			11° 00'								
N. E. by E.	3° 51'			12° 00'								
E. N. E.	4° 04'			11° 00'								
E. by N.	3° 40'			11° 00'	½							
EAST.	3° 17'			10° 00'								
E. by S.	2° 38'			9° 00'								
E. S. E.	1° 59'			7° 00'								
S. E. by E.	1° 20'			6° 00'								
S. E.	0° 41'			5° 00'								
S. E. by S.	0° 17'			3° 01'	½							
S. S. E.	0° 07'			1° 06'								
S. by E.	0° 25'	W.		2° 00'	W.							
SOUTH.	0° 43'			3° 00'								
S. by W.	1° 01'			4° 01'								
S. S. W.	1° 20'			5° 00'								
S. W. by S.	1° 23'			7° 00'								
S. W.	1° 26'		Ind.	9° 00'	½							
S. W. by W.	1° 35'		Ind.	11° 01'	½							
W. S. W.	1° 45'			12° 00'								
W. by S.	1° 46'			10° 00'								
WEST.	2° 07'			9° 00'								
W. by N.	2° 27'		Ind.	9° 01'								
W. N. W.	2° 09'		Ind.	8° 01'								
N. W. by W.	1° 51'		Ind.	7° 01'								
N. W.	1° 33'			6° 00'								
N. W. by N.	0° 55'			4° 01'								
N. N. W.	0° 03'		Ind.	1° 00'								
N. by W.	1° 00'	E.	Ind.	2° 00'	E							

Examined and found to be correct.

John W Stewart
Lieutenant U. S. N. Navigator.

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.	34	2															
1	2	6	78.8	W. by N. 3/4 N.	NE.	2			30.25	74	73	68	73	b.s.m.	cum.-cirrus	2	L.
2	4	4	80.2	"	"	3			30.25	74	73	68	73	"	"	2	"
3	4	3	84.5	"	"	3			30.25	74	73	68	73	"	"	2	"
4	4	0	88.5	"	"	3			30.26	73	73	68	73	"	"	2	"
5	5	1	93.6	"	"	3-4			30.25	73	73	68	73	"	"	1	"
6	5	8	99.4	"	"	4			30.26	73	73	68	73	"	"	1	"
7	4	2	3.6	"	"	3			30.27	73	73	68	73	o.c.	"	0	"
8	5	8	9.4	"	"	4			30.28	73	73	69	73	"	"	0	"
9	5	7	16.1	"	"	4			30.31	73	73	69	73	"	"	0	"
10	4	9	20.0	"	"	3			30.31	74	73	69	73	"	"	0	"
11	4	5	24.5	"	"	3			30.31	74	74	70	73	"	"	0	"
Noon.	4	0	28.5	"	"	3			30.31	74	75	70	73	"	"	0	"

Position at 8 A. M.: Latitude by D. R. from Noon — 30 ° 13 ′ 20 ″ N.
Longitude by D. R. — 20 ° 22 ′ 04 ″ W.

Position at noon: Latitude by observation — 29 ° 58 ′ 18 ″ N.
Longitude by observation — No observation — ° ′ ″
Latitude by D. R. — 30 ° 02 ′ 06 ″ N.
Longitude by D. R. — 20 ° 39 ′ 58 ″ W.

Course made good since preceding noon: No Observation

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: 89.5 miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by D. R. from Noon — 29 ° 44 ′ 26 ″ N.
Longitude by Chronometer from P.M. Observation ⊙ — 21 ° 27 ′ 30 ″ W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1650 "

Coal consumed during the preceding 24 hours, tons. 1920 lbs.

Coal remaining on hand at noon, 160 " 180 "

P. M.																	
1	2	5	31.0	W. by N. 3/4 N. W. by N. 1/4 N.	NE. by E.	3			30.31	74	75	70	73	o.c.	cum.-cirrus	0	L.
2	5	3	33.3	"	"	4			30.29	74	75	70	73	"	"	0	"
3	5	5	38.8	"	"	4			30.28	74	74	70	73	"	"	0	"
4	5	7	44.5	"	E. by N.	4			30.28	74	74	70	73	"	"	0	"
5	4	8	49.3	"	"	3			30.28	74	74	70	73	"	"	0	"
6	4	5	53.8	"	NE. by E.	3			30.29	74	74	69	73	"	"	0	"
7	4	9	58.7	"	"	3			30.30	74	74	69	73	b.c.	"	2	"
8	5	4	64.1	"	"	4			30.31	74	73	69	73	"	"	2	"
9	5	2	69.3	"	"	4			30.31	74	73	68	73	"	"	2	"
10	5	4	74.7	"	"	4			30.32	74	73	68	73	"	"	2	"
11	5	8	80.5	"	"	4			30.32	74	73	68	73	"	"	3	"
Mid.	4	2	84.7	"	"	3-4			30.33	74	73	69	73	"	"	4	"
	4	5	89.2	"	"	4			30.32	74	73	69	73	"	"	5	"

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, August 1, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and pleasant. Light to gentle breze from N.E. Barometer steady. Steering a course N.E. by N. 3/4 N. under square sail to royals and head sails. At 2.15 set main and mizzen topmast staysails; at 3.15 hauled them down.

J. K. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy to overcast. Gentle to moderate breze from N.E. Long swell from N.E. and E.N.E. Steering course N.E. by N. 3/4 N. under flying jib, jib for topmast staysail and all square sail until 4.40 when set main and mizzen topmast staysails. Carried out morning orders. By order of the Commanding Officer, P.A. Engineer (L.S.C.) was confined to the quarter deck, on board and water, from 7 A.M. until hammocks in the morning, in accordance with entry in log of July 31.

J. D. Luby
Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather cloudy but pleasant, with moderate to gentle breze from N.E. Barometer steady. Ship under sail below.

W. B. Whiteley
Lieutenant U.S.N.

From Merid. to 4 P.M.

Overcast and cloudy. Gentle and moderate breezes from N.E. by E. and E.N.E. Our course N.E. by N. 3/4 N. until 12.35 when changed to N. 1/4 N. (pc) by order of Commanding Officer. Beat and set gaff topsail at 2.00. Moderate E.N.E'ly sea. Yuki Yotaghi, was enlisted as cabin Steward in the Naval Service for three years.

R. D. Tindale
Ensign U.S.N.

From 4 to 8 P.M.

Overcast to cloudy. Gentle to moderate breze from N.E. by E. Barometer rising. Our course N. 1/4 E. No change in sail.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Mid.

Cloudy first part of watch, clearing latter part. Gentle to moderate breze from N.E. by E. to E. by N. Barometer steady. Steering a course N. 1/4 E. under all sail except main topsail. At 10.00 hauled down main and mizzen topmast staysails; at 10.15 set mizzen topmast staysail.

J. K. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

Roger N. Galt
Lieutenant U.S.N. Navigator.

4—869

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay. L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	4	9	94.1	W. 1/4 N.	E. N E.	3			30.31	73	73	68	73	b.c.	cumu-nimb.	2	L.
2	5	1	99.2	"	"	3			30.30	73	73	68	73	"	"	3	"
3	3	8	3.0	"	"	2-3			30.30	73	73	68	73	"	"	3	"
4	4	0	7.0	"	"	3			30.29	74	73	68	73	"	"	2	"
5	4	3	11.3	"	N E.	3			30.28	74	73	68	73	"	attab	2	"
6	3	9	15.2	"	N. N E.	2-3			30.30	74	73	68	73	"	"	2	"
7	2	3	17.5	"	E. N E.	2			30.31	74	73	68	73	"	"	1	"
8	4	7	22.2	"	N E. by E.	2-3			30.32	74	73	69	75	"	"	6	"
9	5	6	27.8	"	"	4			30.33	74	74	69	75	"	cir. cumu	5	"
10	5	9	33.7	"	"	4			30.33	76	75	69	75	"	"	6	"
11	5	2	38.9	"	"	4			30.32	76	75	69	75	"	"	6	"
Noon.	4	3	43.2	"	E. N E.	3			30.31	77	76	70	75	"	"	5	"

Position at 8 A. M. { Latitude by D. R. from Noon — 29 ° 27 ' 14 " N.
Longitude by Observation ⊙ — 22 ° 35 ' 46 " W.

Position at noon: { Latitude by observation — 29 ° 14 ' 43 " N.
Longitude by observation — 22 ° 55 ' 22 " W.
Latitude by D. R. — 29 ° 20 ' 18 " N.
Longitude by D. R. — 22 ° 48 ' 30 " W.

Course made good since preceding noon: S 69 ° W.

Distance made good since preceding noon: 124 miles.

Distance by Log since preceding noon: 114.7 miles.

Current per hour: 0.42 miles, set S 58 ° W. true.

Position at 8 P. M. { Latitude by
Longitude by Chronometer from P.M. Observation ⊙ — 28 ° 41 ' 29 " N. / 23 ° 39 ' 54 " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1250 "

Coal consumed during the preceding 24 hours, tons. — lbs.

Coal remaining on hand at noon, 160 " 180 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	4	4	47.6	W. 1/4 N.	E. N E.	3			30.30	77	76	71	74	b.c.	cir-cumu.	4	M.
2	5	1	52.7	"	N. N E.	4			30.29	77	76	71	74	"	"	6	"
3	4	6	57.3	"	"	4			30.29	77	76	71	74	"	"	7	"
4	5	3	62.6	"	"	4			30.27	78	76	71	74	"	"	8	"
5	5	4	68.0	"	"	4			30.27	78	77	72	74	"	cumu-nimb.	5	L.
6	6	7	74.7	"	"	4			30.28	77	77	72	74	"	do.	6	"
7	5	7	80.1	"	"	4			30.29	75	75	70	74	b.c. w.	cir-cu-stat	6	"
8	5	5	85.6	"	"	4			30.29	76	75	70	74	"	"	6	"
9	5	5	91.1	"	N. by E.	4			30.31	75	74	70	74	"	"	6	"
10	5	5	96.6	"	"	4			30.31	75	74	70	74	"	"	6	"
11	5	6	1.6	"	North	4			30.31	75	74	70	74	"	"	6	"
Mid.	4	6	6.2	"	"	4			30.30	75	74	70	74	"	"	6	"

under the command of Commander E. T. Strong, U. S. Navy,

Sunday. August 2, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 A.M.

Cloudy and pleasant, bright moonlight at times. Light to gentle breeze from E. NE. Barometer falling slowly. Steering course W 1/4 N. under all sail except main topmast staysail and main trysail.

J. B. Luby
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather cloudy clearing towards end of watch. Light to gentle breeze from E. NE. to N. NE. Barometer rising. At 5 o'clock set main topmast staysail. A. Helgerman A. S. C., was reconfined to quarter deck in accordance with order as entered in log of July 31.

W. B. ff. Whittlesey
Lieutenant U. S. N.

From 8 A.M. to Meid.

Fair and pleasant. Moderate and gentle breeze from NE. by E. and E. NE. Our course W 1/4 N. (pc.) under all sail except main trysail. At 9.30 mustered at quarters called all hands to muster and read "Articles for the Government of the Navy" and General Court Martial Orders, and mustered the crew. The Commanding Officer read Divine Service. Moderate E. NE'ly sea.

A. P. Fenner
Ensign U. S. N.

From Meid. to 4 P.M.

Clear and pleasant. Moderate breeze from E. NE. backing to N. NE. Barometer falling slowly. On course W 1/4 N. No change in sail. Moderate sea from E. NE.

L. McNamee
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Dew falling latter part of watch. Moderate breeze from N. NE. Barometer rising then steady. Smooth sea. Steering a course W 1/4 N. No change in sail.

J. V. Jordan
Lieutenant U. S. N.

From 8 P.M. to Meid.

Fair. Bright starlight. Moderate breeze from N. by E. and North. Barometer rising first hour, continued to fall last hour. Smooth sea. Steering course N. by W. under all sail except main trysail.

J. B. Luby
Lieutenant U. S. N.

Examined and found to be correct.

Roger N. Galt
Lieutenant U. S. N. Navigator.

4-365

LOG of the UNITED STATES Ship Essex Third Rate,

(Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	5	0	11.2	W. ¼ N.	South	4			30.27	74	74	70	74	b.c.	Cir-cumm	6	S.
2	5	6	16.8	"	"	4			30.26	74	74	70	74	"	"	6	"
3	5	2	22.0	"	"	4			30.24	74	74	70	74	"	"	7	"
4	4	5	26.5	"	"	4			30.24	74	74	70	74	"	"	5	"
5	4	9	31.4	"	"	4		¼	30.24	74	74	70	74	"	cirro-cumil. strat.	1	"
6	5	7	37.1	"	"	4-6		¼	30.24	74	74	70	74	b.c.q.d.	"	4	"
7	6	1	43.2	"	"	4-6		¼	30.24	73	73	70	74	b.c.q.	"	3	"
8	4	5	47.7	"	"	3-4		½	30.26	74	73	71	74	b.c.	"	5	"
9	4	4	52.1	"	"	4		¼	30.27	75	74	71	74	"	"	4	"
10	6	7	58.8	"	"	4		¼	30.26	75	75	72	75	"	"	3	"
11	5	2	64.0	"	N. by E.	4		¼	30.27	76	74	73	75	b.c.q.	"	2	"
Noon.	5	5	69.5	"	"	4-5		¼	30.26	75	75	72	75	"	"	3	"

Position at 8 A. M.: Latitude by D. R. from Noon — 28° 20' 33" N.
Longitude by Observation ☉ — 24° 43' 45" W.

Position at noon: Latitude by observation — 28° 21' 27" N.
Longitude by observation — 25° 05' 00" W.
Latitude by D. R. — 28° 30' 46" N.
Longitude by D. R. — 25° 08' 54" W.

Course made good since preceding noon: S 65° W.

Distance made good since preceding noon: 126. miles.

Distance by Log since preceding noon: 126.6 miles.

Current per hour: 0.33 miles, set S 22½° E true.

Position at 8 P. M.: Latitude by D. R. from Noon — 28° 04' 40" N.
Longitude by Chronometer from P. M. Observation ☉ — 25° 59' 33" W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 800 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at noon, 159 " 1780 "

Hour.	Knots	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	5	8	75.3	W. ¼ N.	N. by E.	4		½	30.23	76	76	73	75	b.c.	cir. cum. strat.	4	M.
2	5	6	80.9	"	"	4		½	30.23	76	76	73	75	"	"	4	"
3	5	7	86.6	"	"	4		½	30.22	77	76	73	75	"	"	4	"
4	5	6	92.2	"	"	4		½	30.21	78	76	73	75	"	"	4	"
5	5	6	97.8	"	"	4		¼	30.19	78	80	75	75	"	"	5	S.
6	5	7	3.5	"	"	4		¼	30.21	77	77	73	75	"	"	6	"
7	5	7	9.2	"	"	4		¼	30.21	76	76	73	75	"	"	4	"
8	5	7	14.9	"	"	4		¼	30.24	76	75	73	75	"	"	6	"
9	5	3	20.2	"	"	3-4			30.24	76	75	73	75	b.c.d.	"	4	"
10	5	7	25.9	"	"	4			30.24	76	75	73	75	b.c.w.	"	3	"
11	5	0	30.9	"	N. NE	3			30.24	76	75	73	75	"	"	5	"
Mid.	4	4	35.3	"	"	3			30.23	76	75	73	75	"	"	4	"

under the command of Commander E. J. Strong, U. S. Navy,

Monday, August 3, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather clear and pleasant, with moderate breeze from North. Barometer falling. Ship under all sail except main topsail, steering a course.

W B Whiteley
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy to fair. Moderate breeze and stiff squalls attended with light rain from North. Our course N. 1/4 W. At 5.20 took in royals and flying jib to passing squall, setting them again at 5.30. At 5.30 sighted a double topsail, three masted barque, hull down bearing NE., standing to Ord.

R D Tisdale
Ensign U. S. N.

From 8 A.M. to Meridian.

Cloudy with light rain squalls latter part. Moderate breeze from North to N. by E. freshening to stiff breeze in squalls last hour. Our course N. 1/4 W. under sail as in previous watch till 9.50, when took in spanker and gaff topsail. Had quarters at 9.30 and exercised Divisions as follows:- 1st Division, great guns; 2nd Division, angle sticks; 3rd Division, small arms; and Powder Division, gunnery instruction. Exercised signal class. Moderate sea from N. by E. Second period, instructed Apprentices in seamanship.

L McNamee
Ensign U. S. N.

From Meridian to 4 P.M.

Clear and pleasant. Moderate breeze from N. by E. Barometer steady, then falling. Steering a course N. 1/4 W. under same sail as preceding watch. Exercised apprentices in marlinspike seamanship and signals.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and pleasant. Moderate breeze from N. by E. Barometer fell slightly first hour then rising. Smooth sea. Steering course N. 1/4 W. under all sail except main topsail, spanker and gaff topsail. At 7. set spanker and gaff topsail. At 5.15 called all hands and took in and furled light sails, and double reefed topsails, then made sail to cycles.

J. B. Luby
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather fair and pleasant, with gentle to moderate breeze from N. by E. to N.NE. Barometer steady. Ship under sail alone, steering a course.

W B Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

Reginald N. Galt
Lieutenant U. S. N. Navigator.

4—880

LOG of the UNITED STATES Ship Essex, Third Rate,

Making passage from Funchal Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.															cir.		
1	4	2	39.5	N. 1/4 W.	N. N. E.	3			30.20	76	76	72	75	b.c.w.	cumulus	6	
2	3	8	43.3	"	"	3			30.19	76	76	72	75	"	"	6	
3	4	2	47.5	"	"	3			30.19	76	76	73	75	"	"	6	
4	2	1	50.2	"	"	2			30.18	76	76	73	75	"	"	4	
5	2	8	52.7	"	"	2		1/4	30.16	76	76	73	75	b.c.	"	4	
6	3	4	56.1	"	"	3		1/4	30.17	76	76	73	75	"	"	4	
7	3	5	59.6	"	"	3		1/4	30.18	76	76	73	75	"	"	5	
8	4	0	63.6	"	"	3		1/4	30.19	76	76	73	75	"	"	6	
9	4	2	67.8	"	"	3		1/2	30.22	76	75	73	75	"	cumulus	4	
10	4	2	72.0	"	"	3		1/2	30.24	76	76	73	75	"	"	4	
11	5	9	77.9	"	"	3		1/2	30.22	77	76	74	75	"	"	5	
Noon.	4	1	82.0	"	"	3		1/2	30.21	77	77	75	75	"	"	6	

Position at 8 A. M.: Latitude by D. R. from Noon 27° 48' 46" N.
Longitude by Observation 26° 57' 59" W.

Position at noon: Latitude by observation 27° 30' 39" N.
Longitude by observation 27° 17' 15" W.
Latitude by D. R. 27° 42' 47" N.
Longitude by D. R. 27° 11' 15" W.

Course made good since preceding noon: S 67° W.

Distance made good since preceding noon: 126 miles.

Distance by Log since preceding noon: 112.5 miles.

Current per hour: .54 miles, set S 23° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon 27° 23' 34" N.
Longitude by Chronometer from P.M. Observation 27° 45' 48" W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 100 "

Water remaining on hand fit for use at noon, 550 "

Coal consumed during the preceding 24 hours, 1 tons. 160 lbs.

Coal remaining on hand at noon, 158 " 1620 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.															cum		
1	3	0	85.0	W. 1/4 N.	N E.	2			30.20	77	78	75	76	b.c.	nimbus	6	S
2	0	3	85.3	W. by N.	"	2			30.20	77	78	75	76	"	"	5	"
3	3	5	91.2	"	East	2-4			30.20	76	77	75	76	b.c. y.d.	"	4	"
4	3	2	94.4	"	"	3			30.19	78	78	75	76	b.c.	"	4	"
5	2	5	96.9	"	"	2			30.19	79	83	78	76	"	"	4	"
6	3	1	100.2	"	"	3			30.19	78	80	76	76	"	"	4	"
7	2	9	2.9	"	"	2-3			30.21	78	78	74	76	b.c.w.	"	4	"
8	2	9	5.8	"	"	2-3			30.23	77	77	74	76	"	"	4	"
9	2	5	8.3	"	"	2-3			30.24	78	78	74	76	"	"	6	"
10	3	0	11.3	"	"	2-3			30.24	78	78	74	76	"	"	7	"
11	3	0	14.3	"	"	2-3			30.24	77	77	74	76	"	"	7	"
Mid.	2	8	17.1	"	"	2-3			30.24	76	76	73	76	"	"	7	"

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, August 4, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and fair to cloudy last hour, clouds from E by N and East. Gentle to light breeze from N.NE. On course N 1/4 N (pc) Under all sail except the main trysail. Mond rose at 12.35.

R.S. Fiedler
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy and pleasant. Light to gentle breeze from N.NE. Barometer rising after first hour. On course N 1/4 N. At 5 45 hauled up mainsail and at 7 45 set main trysail. Started fires in boiler C. for distilling at 6 o'clock. Smooth sea

L. McNamee
Ensign U.S.N.

From 8 A.M. to Midnight.

Clear and pleasant. Gentle breeze from N.NE. Barometer rising then falling. Smooth sea. Steering a course N 1/4 W. No change of sail. At 9 30 mustered at quarters. Exercised first period: Powder Divisions rifles: 1st Division, empire sticks; 2nd setting up and revolver: 3rd target practice. 2nd period, all Divisions, seamanship and signals. Distilling. Tested magazine flood cocks and found them in working order.

J. N. Jordan
Lieutenant U.S.N.

From Midnight to 4 P.M.

Fair to clear and pleasant, light passing shower third hour. Barometer fell slightly last hour. Smooth sea. Steering course N 1/4 W. until 1.04 when changed to W by N. Under all sail except mainsail at first. At 3 took in flying jib, jib, main and mizzen topmast staysail, main trysail and gaff topsail. Distilling.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather fair and pleasant, with light to gentle breeze from East. Barometer rising. At 5 30 exercised at reefing topsails, leaving ship under fore topmast staysail and all square sail except mainsail. Distilling.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Fair and pleasant. Light to gentle breeze from East. On course N 1/2 W. No change in sail. Occasional lightning to N.W.

R.S. Fiedler
Ensign U.S.N.

Examined and found to be correct.

Reyn. N. Galt
Lieutenant U.S.N. Navigator.

4-225

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal Madeira to Gardiners Bay L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																
1	3	1	20.2	W. 1/2 N.	East.	3			30.23	76	76	73	76	b.c.w.r.	cum.nimb.	6	S.
2	2	6	22.8	"	"	2			30.23	76	76	73	76	"	"	6	"
3	2	8	25.6	"	"	2			30.23	76	76	73	76	b.c.w.	cir.cum.	7	"
4	2	9	28.5	"	"	3			30.23	76	76	73	76	"	"	7	"
5	3	4	31.9	"	"	3			30.23	76	76	73	76	b.c.	cum.	6	"
6	3	2	35.1	"	"	3			30.25	76	75	72	76	"	"	5	"
7	3	5	38.6	"	"	3			30.27	76	76	72	76	"	"	5	"
8	3	9	42.5	"	"	3			30.27	77	76	73	76	"	cir.cum.	6	"
9	3	4	45.9	"	"	3			30.28	78	77	74	76	"	"	6	"
10	3	8	49.7	"	"	3			30.29	78	79	75	76	"	"	6	"
11	3	2	52.9	"	"	3			30.29	79	80	76	76	"	"	7	"
Noon.	3	3	56.2	"	"	3			30.29	79	81	76	76	"	"	7	"

Position at 8 A. M.: Latitude by D.R. from Noon — 27° 12' 52" N.
Longitude by Observation ⊙ — 28° 30' 00" W.

Position at noon: Latitude by observation — 27° 06' 12" N.
Longitude by observation — 28° 45' 42" W.
Latitude by D. R. — 27° 08' 52" N.
Longitude by D. R. — 28° 40' 00" W.

Course made good since preceding noon: S73° W.

Distance made good since preceding noon: 82 miles.

Distance by Log since preceding noon: 74.2 miles.

Current per hour: .25 miles, set S63° W. true.

Position at 8 P. M.: Latitude by D.R. from Noon — 26° 57' 48" N.
Longitude by Chronometer from P.M. Observation ⊙ — 29° 16' 49" W.

Variation of compass: 7.57 A. W. 20° 10' W. Ships head W.1/8 S.

Error of compass observed at " 22° 03' W. " "

Deviation of compass on W. 3/8 S. 1°-53' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1050 "

Water remaining on hand fit for use at noon, 1200 "

Coal consumed during the preceding 24 hours, 1 tons. 1280 lbs.

Coal remaining on hand at noon, 157 " 340 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																
1	3	5	59.7	W. 1/2 N.	East.	3			30.29	82	83	77	76	b.c.	cir.cum.	7	S.
2	3	4	63.1	"	"	3			30.29	80	82	76	76	"	"	6	"
3	3	4	66.5	"	"	3			30.29	80	80	75	76	"	"	6	"
4	3	9	70.4	"	"	3			30.29	80	81	76	77	"	"	6	"
5	3	8	74.2	"	E. by S.	3			30.29	81	81	76	77	"	"	5	"
6	3	8	78.0	"	"	3			30.30	81	81	76	77	"	"	5	"
7	3	8	81.8	"	"	3			30.31	80	80	75	77	"	cum.nimb.	4	"
8	3	6	85.4	"	"	3			30.31	79	79	75	77	b.c.w.	"	4	"
9	3	4	88.8	"	"	3			30.33	79	78	74	77	b.c.p.	"	4	"
10	3	6	92.4	"	East	3			30.33	79	78	74	77	b.c.w.	"	6	"
11	3	7	96.1	"	"	3			30.33	79	77	73	77	"	"	8	"
Mid.	3	3	99.4	"	"	3			30.34	78	77	73	77	"	"	7	"

4—266

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, August 5, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Gentle and light Easterly breezes. Steady barometer. On course N.½E. under fore topmast staysail and all explanations set to royals, except the mainsail. Distilling. Smooth sea. Wore ship at 1.30. Lightning to Nd.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Gentle breeze from East. Barometer rising, then steady. Sea smooth. Steering a course N.½E. No change in sail. One sail in sight, half a point on port bow, standing to the Nd.

J. K. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Clear and pleasant. Gentle breeze from East. Smooth sea. Barometer rose slightly at first then steady. Steering course N.½E. under fore topmast staysail and all explanation sail except mainsail and mizzen topsail. At 8.15 set improved stunsail on starboard side and at 9 set mizzen topsail and port improved stunsail. At 9.40 mustered and inspected at quarters. Inspected clothing of apprentices and made out monthly requisitions for clothing and small stores.

J. D. Ruby
Lieutenant U.S.N.

From Meridian to 4 P.M.

Weather clear and pleasant, with gentle breeze from East. Barometer steady. At 3.40 took in starboard lower studding sail. Distilling.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Gentle breeze from E. by S. On course N.½E. (pc) At 5, took in port lower stunsail. At 5.20 exercised all hands in reefing topsails making sail again to royals. At 5.30 set the port lower stunsail and at 5.45, the starboard. Distilling.

R. S. Tindale
Ensign U.S.N.

From 8 P.M. to Midnight.

Cloudy first hour, with passing shower of light drizzling rain, clear and fine afterwards. Gentle breeze from E. by S. to East. Barometer rising slowly. On course N.½E. No change in sail. Smooth sea. Distilling.

L. M. Nance
Ensign U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4—885

LOG of the UNITED STATES — Ship Essex — Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay, L.I.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	3	4	2.8	W. ½ N.	East	3			30.32	78	76	73	76	b.c. v.	cum. strat	7	L.
2	3	7	6.5	"	"	3			30.32	77	76	73	76	"	"	8	"
3	3	7	10.2	"	"	3			30.31	76	76	73	76	"	"	8	"
4	3	8	14.0	"	"	3			30.31	76	76	73	76	"	"	8	"
5	3	5	17.5	"	"	3			30.32	76	76	73	76	b.c.	"	7	"
6	3	5	21.0	"	"	3			30.33	76	76	73	76	"	"	8	"
7	3	4	24.4	"	"	3			30.35	77	76	73	76	"	"	8	"
8	3	7	28.1	"	"	3			30.36	76	77	74	77	"	"	8	"
9	3	9	32.0	"	E. by S.	3			30.36	76	78	75	77	"	"	5	"
10	5	4	37.4	"	"	3-4			30.36	79	80	76	77	"	"	6	"
11	4	6	42.0	"	"	3			30.36	80	81	77	77	"	"	6	"
Noon.	4	6	46.6	"	"	3			30.36	82	82	77	77	"	"	6	"

Position at 8 A. M.: Latitude by D. R. from Noon — 26° 45' 24" N.
Longitude by Observation ⊙ — 30° 08' 30" W.

Position at noon:
Latitude by observation — 26° 46' 41" N.
Longitude by observation — 30° 30' 36" W.
Latitude by D. R. — 26° 39' 54" N.
Longitude by D. R. — 30° 23' 13" W.

Course made good since preceding noon: S 78° W.

Distance made good since preceding noon: 96 miles.

Distance by Log since preceding noon: 90.3 miles.

Current per hour: 4 miles, set N 46° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon — 26° 35' 16" N.
Longitude by Chronometer from P.M. Observation ⊙ — 31° 08' 09" W.

Variation of compass: 20° 10' W.

Error of compass observed at 7.47 A.M. Ships head W. ½ N. — 22° 15' W.

Deviation of compass on W. ½ N. — 2° 05' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 1700 "

Coal consumed during the preceding 24 hours, 1 tons, 646 lbs.

Coal remaining on hand at noon, 155 " 1940 "

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	4	3	50.8	W. ½ N.	E. by S.	4			30.34	83	84	78	77	b.c.	cir. cum. strat	6	D.
2	4	4	55.2	W. ¼ N.	"	4			30.34	81	83	77	77	"	"	6	"
3	4	2	59.4	"	"	4			30.34	80	81	76	77	"	"	5	"
4	4	6	64.0	"	E. ½ E.	4			30.33	80	81	76	77	"	"	5	"
5	4	5	68.5	"	"	4			30.33	80	81	76	77	"	"	5	"
6	4	1	72.6	"	E. by S.	4			30.33	79	80	76	77	"	"	4	"
7	4	6	77.3	"	"	4			30.35	78	79	75	77	"	"	4	"
8	4	9	82.1	"	East	4			30.36	78	78	75	77	"	"	3	"
9	4	4	86.5	"	E. by S.	3			30.38	78	78	75	77	b.c.d.	cum. strat.	2	"
10	4	6	91.1	"	"	3-4			30.38	78	78	75	77	b.c.p.d.	"	3	"
11	4	6	95.7	"	E. ½ E.	3-4			30.38	78	78	75	77	b.c.	"	4	"
Mid.	5	1	100.8	"	E. by S.	3-4			30.38	78	78	75	77	"	"	4	"

under the command of Commander E. T. Strong, U. S. Navy,

Thursday August 6, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Heavy dew. Gentle breeze from East. Barometer falling slowly. Steering a course N½E. under square sail to royals (except mainsail) improved from studding sails and fore topmast staysail.

J. V. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Gentle breeze from East. Barometer rising. Steering course N½E. under fore topmast staysail, and all square sail (except mainsail) and improved stunsails both sides. Carried out morning orders. By order of the Commanding Officer A.M. Jensen A.B.C., was confined to the quarter deck on bread and water for two days, from 8 A.M. to hammocks in the evening: offence: Persistent infraction of the rules of the ship, using tobacco.

J. Luby,
Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather clear and pleasant, with gentle to moderate breze from E. by S. Barometer steady. At 9.30 mustered crew at quarters, then exercised divisions as follows:- Powder at small arms: First small arms: Second, great guns: and Third, gunnery. Exercised signal class, during second period. Aired bedding. Distilling. By order of Commanding Officer the following changes in rating were made: Oscar J. Shutty, Ldd to Ships Cook 4 class: Robert Gibson, Ships Cook 4 class to Ldd.

W. B. Whiteley,
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair and warm. Moderate breze from E. by S. On course N½E (pc) until 1, when changed to N¼W. (pc.) by order of Commanding Officer. At 1.30 exercised at stations. Arm and away for distant service. Exercised as Division of apprentices at signals. At 3.30 at the watches clew of mainsail and flying jib. Sail in sight on starboard bow, at end of watch, hull first becoming visible. Distilling.

R. S. Tindale,
Ensign U.S.N.

From 4 to 8 P.M.

Fair and pleasant, rain squalls to N'd. and E'd. last hour. Moderate breze from E.S.E. to East. Barometer rising. On course N½E. At 5.15 exercised at reefing topsails and furling light sails. At end of exercise made sail as before. At 6 o'clock hauled down and stowed flying jib. Distilling. Smooth sea.

Lyman Rowe,
Ensign U.S.N.

From 8 P.M. to Midt.

Cloudy, drizzling rain first part of watch, clearing latter part. Gentle to moderate breze from E. by S. to E.S.E. Barometer steady. Steering a course N¼W. No change of sail. Distilling.

J. V. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt,
Lieutenant U.S.N. Navigator.

4—86

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	5	4	6.2	W 1/4 N.	E. by S.	4			30.36	78	77	73	77	b.c.	cum-strat	5	S.
2	5	0	11.2	"	"	4			30.36	77	77	73	77	"	"	5	"
3	4	7	15.9	"	"	3-4			30.36	77	77	73	77	"	"	5	"
4	4	5	20.4	"	"	3-4			30.36	77	76	73	77	"	"	5	"
5	4	5	24.9	"	"	3-4			30.36	77	76	73	77	"	cum	5	"
6	4	1	29.0	"	"	3-4			30.36	76	76	73	77	"	"	5	"
7	4	4	33.4	"	"	3-4			30.36	77	77	74	77	"	"	5	"
8	4	1	37.5	"	"	3-4			30.37	78	77	74	77	"	"	6	"
9	4	4	41.9	"	"	3-4			30.37	79	79	75	77	"	"	6	"
10	4	0	45.9	"	"	3			30.37	80	79	75	77	"	"	6	"
11	4	4	50.3	"	"	3-4			30.36	81	81	77	78	"	"	7	"
Noon.	4	3	54.6	"	"	3-4			30.39	82	82	77	78	"	"	7	"

Position at 8 A. M. { Latitude by D. R. from Noon: 26 ° 17 ' 28 " N.
Longitude by Observation: 32 ° 08 ' 04 " W.

Position at noon: { Latitude by observation: 26 ° 11 ' 22 " N.
Longitude by observation: 32 ° 28 ' 22 " W.
Latitude by D. R.: 26 ° 11 ' 24 " N.
Longitude by D. R.: 32 ° 25 ' 27 " W.

Course made good since preceding noon: S 71 ° W.

Distance made good since preceding noon: 110 miles.

Distance by Log since preceding noon: 108.1 miles.

Current per hour: .12 miles, set West true.

Position at 8 P. M. { Latitude by D. R. from Noon: 26 ° 00 ' 40 " N.
Longitude by Chronometer from P.M. Observation: 32 ° 57 ' 28 " W.

Variation of compass: 7 59 a.m. Ships head W 1/4 N. 20° 00' W.
Error of compass observed at " " " 21° 30' W.
Deviation of compass on W 1/4 N. 1° 30' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 2200 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 154 " 660 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	4	3	58.9	W 1/4 N.	E. by S.	4			30.37	82	83	78	78	b.o.	cum-strat	6	S.
2	3	7	62.6	"	East	4			30.37	82	83	77	78	"	"	5	"
3	4	0	66.6	"	"	4			30.37	82	82	76	78	"	"	5	"
4	4	1	70.7	"	"	4			30.37	81	81	76	78	"	"	5	"
5	3	9	74.6	"	"	3			30.37	79	81	76	78	"	"	5	"
6	3	5	78.1	"	"	3			30.39	81	84	78	78	-	cum-nimb	6	"
7	4	7	82.8	"	E. by N.	4			30.40	80	86	78	78	b.o.p.	"	5	"
8	4	8	87.6	"	"	4			30.39	79	79	75	78	b.o.	"	6	"
9	4	4	92.0	"	"	4			30.41	79	79	74	78	b.	nim	10	"
10	4	5	96.5	"	"	4			30.41	79	79	74	78	b.o.	cum.	9	"
11	4	2	100.7	"	"	4			30.42	79	77	73	78	"	"	9	"
Mid.	3	8	4.5	"	"	4			30.44	78	77	73	78	"	"	9	"

4—265

under the command of Commander E. T. Strong, U. S. Navy,

Friday, August 7, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Cloudy to fair. Moderate to gentle breeze from E. by S. Barometer fell slightly first hour then steady. Smooth sea. Steering course W.¼N. under fore topmast staysail, all square sail except weather clew of mainsail and unpinned stunsails both sides. Distilling.

J. B. Luby
Lieutenant U. S. N.

From 4 to 8 A.M. Weather clear and pleasant, with gentle to moderate breeze from E. by S. Barometer steady. At daylight a barque was in sight, about 2 points abaft starboard beam. At 6 A.M. Jenett A.B., was transfered to quarter deck in accordance with order as entered in log of 6th instant.

W. B. S. Wheatley
Lieutenant U. S. N.

From 8 A.M. to Meid. Clear and warm. Gentle and moderate breeze from E. by S. On course W.¼N. (p.c) At 9.30 mustered at quarters. At 9-45-30, rounded to General Quarters, the Divisions reporting ready as follows: Inward Powder 9-45-20: After Powder, 9-45-35: Fust, 9-45-55: Shield 9-46-10; Recruit, 9-46-20 and Navigators 9-46-35. Secured at 10.21. At 10.24 cleared at for quarters secured at 10.26. By order of the Commanding Officer, J. P. Bergen, Appr 3 class, was released from confinement his term of punishment having expired. Moderate & gentle. No change in sail. Distilling. Lost sight of barque, bread off starboard quarter.

R. D. Tisdale
Ensign U. S. N.

From Meid. to 4 P.M. Clear and pleasant. Moderate breeze from E. by S. and East. Steady barometer. On course W.¼N. No change in sail. Issued clothing and small stores to Divisions. Smooth sea. Distilling.

L. McNamee
Ensign U. S. N.

From 4 to 8 P.M. Clear and pleasant, light passing showers between 6 and 7. Gentle to moderate breeze from East to E. by N. Steering & course W.¼N. under same sail as in preceding watch. At 6.15 hauled up starboard clew and set port clew of mainsail. Distilling.

J. J. Jordan
Lieutenant U. S. N.

From 8 P.M. to Mid. Clear and pleasant. Moderate breeze from E. by N. Barometer rising slowly. Smooth sea. Steering course W.¼N. Under fore topmast staysail, all square sail (except weather clew of mainsail) and unpinned stunsails on both sides.

J. B. Luby
Lieutenant U. S. N.

Examined and found to be correct.

Rogers McGalt
Lieutenant U. S. N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex, Third Rate,

Making passage from Funchal Madeira to Gardiners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	3	4	7.9	W 1/4 N.	E. by N.	3			30.41	78	77	73	78	b.o.w.	cum nimb	6	L.
2	3	6	11.5	"	"	3			30.39	78	77	73	78	"	"	4	"
3	4	0	15.5	"	"	3			30.37	78	77	73	78	"	"	4	"
4	3	8	19.3	"	"	3			30.37	78	77	73	78	"	"	5	"
5	4	3	23.6	"	"	4			30.37	78	77	73	78	"	"	6	"
6	4	2	27.8	"	"	4			30.38	77	76	73	78	"	cum.	7	"
7	4	9	32.7	"	"	4			30.38	77	76	73	78	"	cir.	8	"
8	4	7	37.4	"	"	4			30.39	78	77	73	78	b.c	cum strat	7	"
9	4	8	42.2	"	"	4			30.37	79	78	74	78	"	"	7	"
10	4	9	47.1	"	"	4			30.36	79	79	75	78	"	"	6	"
11	5	3	52.4	"	"	4			30.36	78	80	75	78	"	"	6	"
Noon.	5	4	57.8	"	"	5			30.38	79	80	75	78	"	"	6	"

Position at 8 A. M. { Latitude by D. R. from Noon: 25° 45' 46" N.
Longitude by Observation: 33° 54' 45" W.

Position at noon: { Latitude by observation: 25° 41' 37" N.
Longitude by observation: 34° 16' 16" W.
Latitude by D. R.: 25° 37' 40" N.
Longitude by D. R.: 34° 16' 52" W.

Course made good since preceding noon: S 73° W.

Distance made good since preceding noon: 101 miles.

Distance by Log since preceding noon: 103.2 miles.

Current per hour: 1/8 miles, set N 10° E true.

Position at 8 P. M. { Latitude by D. R. from Noon: 25° 28' 25" N
Longitude by Chronometer from P. M. Observation: 35° 02' 06" W.

Variation of compass: 19° 00' W.

Error of compass observed at 8 A. M. Phipps head. W 1/4 N. 20° 33' W.

Deviation of compass on W 1/4 N. 1° 33' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, tons, 1840 lbs.

Coal remaining on hand at noon, 153 " 1060 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	5	0	62.8	W 1/4 N.	E by N.	4			30.36	81	81	75	78	b.c.	cir. cum	6	L.
2	5	6	68.4	"	"	5			30.36	80	80	75	78	"	"	5	"
3	5	4	73.8	"	"	5			30.35	80	80	75	78	"	"	4	"
4	5	3	79.1	"	"	5			30.34	81	80	75	78	"	"	4	"
5	5	1	84.2	"	East	4			30.33	82	82	79	78	"	"	4	"
6	5	0	89.2	"	"	4			30.33	82	82	78	78	"	"	4	"
7	5	3	94.5	"	"	4			30.34	79	82	76	78	"	"	4	"
8	5	1	99.6	"	"	4			30.35	79	80	75	78	b.o.w.	"	5	"
9	5	2	4.8	"	"	4			30.36	79	79	74	78	"	"	5	"
10	5	3	10.1	"	"	4			30.37	79	78	74	78	"	"	6	"
11	5	2	15.3	"	"	4			30.37	79	78	74	78	"	"	7	"
Mid.	5	0	20.3	"	"	4			30.37	78	78	74	78	"	"	7	"

4—200

under the command of Commander E. T. Strong, U. S. Navy,
Saturday, August 8, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Weather fair and pleasant, with gentle breeze from E. by N. Barometer falling. Ship under fore topmast staysail, both lower studding sails and all square sail except the weather clew of mainsail, steering a course. Distilling.

W. S. Whittlesey
Lieutenant U. S. N.

From 4 to 8 A.M. Clear and pleasant. Moderate breeze from E. by N. Our course W 1/4 N. (pc) No change in sail. Distilling.

R. D. Tisdale
Ensign U. S. N.

From 8 A.M. to Meid. Clear and pleasant. Moderate to stiff breeze from E. by N. Meid steady, increasing in force. Our course W 1/4 N. No change in sail. At 9.30 sighted a sail on the horizon, bearing about SE. Distilling.

L. Mc Namee
Ensign U. S. N.

From Meid. to 4 P.M. Clear and pleasant. Moderate to stiff breeze from E. by N. Barometer falling slowly. Steering a course W 1/4 N. No change in sail. At 1.00 called all hands to muster and read the charge, finding and sentence in the case of Thomas H. Pearson, (App. 3 cl) By order of Commanding Officer confined T. H. Pearson (App. 3 cl) for thirty days solitary confinement on double rions, on bread and water, full ration every fifth day, thus bring the sentence of the Summary Court Martial. The part of sentence regarding loss of pay, being referred to the Hon. Secretary of the Navy, for approval. Stopped distilling at 3.00 and allowed fires to die out after flushing bilges.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M. Fair and pleasant. Moderate breeze from East. Barometer rising. Long swell from N.N.E and E.N.E. Steering course W 1/4 N., under fore topmast staysail, all square sail (except starboard clew of mainsail) and improvised stunsails both sides at first. At 5.30 set starboard clew of mainsail.

J. B. Murphy
Lieutenant U. S. N.

From 8 P.M. to Midt. Weather clear and pleasant, with moderate breeze from East. Barometer steady. Ship under sail alone steering a course.

W. S. Whittlesey
Lieutenant U. S. N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U. S. N. Navigator

4-86

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	4	9	25.2	W 1/4 N.	East	4			30.36	78	77	73	78	b.c.	cum.	9	L.
2	4	4	29.6	"	"	4			30.34	78	77	74	78	"	"	8	"
3	4	3	33.9	"	"	4			30.34	78	77	73	78	"	"	9	"
4	4	3	38.2	"	"	4			30.34	78	77	73	78	"	"	8	"
5	4	2	42.4	"	"	4			30.34	78	77	73	78	"	"	8	"
6	4	3	46.7	"	"	4			30.34	78	77	73	78	"	"	7	"
7	4	2	50.9	"	"	4			30.36	78	77	74	78	"	"	8	"
8	4	2	55.1	"	"	4			30.36	78	78	75	78	"	cir. cum	8	"
9	4	1	59.2	"	E.N.E.	4			30.36	78	79	75	78	"	"	6	"
10	5	0	64.2	"	"	4			30.35	80	80	75	78	"	"	6	"
11	4	9	69.1	"	"	4			30.34	81	81	76	78	"	"	5	"
Noon.	4	8	73.9	"	"	4			30.34	82	82	76	78	"	"	5	"

Position at 8 A.M. { Latitude by D. R. from Noon: 25° 11' 31" N.
Longitude by Observation ⊙: 36° 22' 13" W.

Position at noon: { Latitude by observation: 25° 04' 48" N.
Longitude by observation: 36° 22' 13" W.
Latitude by D. R.: 25° 05' 49" N.
Longitude by D. R.: 36° 17' 52" W.

Course made good since preceding noon: S. 72° W.

Distance made good since preceding noon: 120 miles.

Distance by Log since preceding noon: 116.2 miles.

Current per hour: 1/6 miles, set S 76° W. true.

Position at 8 P. M. { Latitude by D. R. from Noon: 24° 52' 36" N.
Longitude by Chronometer from P.M. Observation ⊙: 37° 04' 15" W.

Variation of compass: 18° 30' W.

Error of compass observed at 7.56 a.m. Ships head W 1/4 N. 29° 28' W.

Deviation of compass on W. 1/4 N. 1° 58' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 200 "

Water remaining on hand fit for use at noon, 2500 "

Coal consumed during the preceding 24 hours, tons. — lbs.

Coal remaining on hand at noon, 153 " 1060 "

P. M.																	
1	5	1	79.0	W 1/4 N.	East.	4			30.32	82	82	76	78	b.c.	cir. cum	6	L.
2	4	5	83.5	"	"	4			30.31	81	81	76	78	"	"	6	"
3	4	5	88.0	"	"	4			30.31	81	81	76	78	"	"	6	"
4	4	5	92.5	"	"	4			30.30	81	81	76	78	"	"	6	"
5	4	9	97.4	"	"	4			30.30	80	80	75	78	"	"	6	"
6	4	8	2.2	"	"	4			30.30	80	80	75	78	"	"	6	"
7	5	4	7.6	"	"	4-5			30.31	79	79	74	78	"	"	6	"
8	5	6	13.2	"	"	4-5			30.32	79	79	74	78	"	"	7	"
9	5	9	19.1	"	E. by N.	5			30.33	79	79	74	78	b.c.v.	"	7	"
10	5	9	25.0	"	E.N.E.	5			30.34	79	79	74	78	"	"	7	"
11	5	0	30.0	"	"	4-5			30.34	79	78	74	78	b.c.d.	cum. nimb	6	"
Mid.	5	2	35.2	"	E. by N.	4-5			30.33	79	78	74	78	"	"	6	"

4-265

under the command of Commander E. T. Strong, U. S. Navy,

Sunday, August 9, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Moderate breeze from East. On course W 1/4 N. (p.c.) under all square sail, fore topmast staysail and (first) lower stunsails. Noticed in large number of small falling meteoric particles. Long Ely swell, ship rolling.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Moderate Ely breeze. On course W 1/4 N. No change in sail. Executed morning orders. Long swell from East.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Merid.

Clear, pleasant and warm. Moderate breeze from E.NE. Barometer falling, then steady. Long swell from E.SE. Steering a course W 1/4 N. No change of sail. At 9.30 mustered at quarters, Commanding Officer inspected ship and crew. At 10. Is Commanding Officer read Divine Service.

J.N. Jordan
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair and pleasant. Moderate breze from East. Barometer falling slowly. Long swell from Ed. Steering course W 1/4 N. under fore topmast staysail, all square sail and stunsails both sides.

J. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather clear and pleasant, with moderate to stiff breeze from East. Barometer rising. At 5.10 called the port watch to quarters and send out clean hammocks.

W.B. Wheeler
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear to fair and pleasant. Stiff and moderate breze from East to E.NE. On course W 1/4 N. (p.c.). At 9 h took in port lower stunsail: at 9.30 set flying jib and muzzle topmast staysail, taking them in again at 10. Easterly swell, ship rolling.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

Roger N. Galt
Lieutenant U.S.N. Navigator.

4—365

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. in Air.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	4	7	39.9	W 1/4 N.	East.	4			30.31	79	78	73	78	b.c. v.	cum. cumf.	7	L.
2	4	2	44.1	"	"	4			30.30	78	77	73	78	"	"	8	"
3	4	2	48.3	"	"	4			30.29	78	77	73	78	"	"	7	"
4	3	9	52.2	"	"	3			30.28	78	77	73	78	"	"	7	"
5	3	7	55.9	"	"	3			30.28	78	77	73	78	b.c.	cum.	7	"
6	3	9	59.8	"	E. N E.	3			30.28	78	77	73	78	"	"	7	"
7	4	2	64.0	"	"	4			30.28	78	77	73	78	"	"	8	"
8	4	2	68.2	"	"	4			30.28	78	77	74	78	"	"	7	"
9	3	7	71.9	"	E. by N.	3			30.31	79	78	75	78	"	"	6	"
10	4	4	76.3	"	"	4			30.31	80	79	75	78	"	"	6	"
11	4	1	80.4	"	"	3			30.31	80	79	74	78	"	"	7	"
Noon.	3	8	84.2	"	"	3			30.32	80	79	74	78	"	"	7	"

Position at 8 A. M. { Latitude by D R. from Noon — 24° 35' 18" N.
Longitude by Observation — 38° 19' 27" W.

Position at noon: { Latitude by observation — 24° 31' 31" N.
Longitude by observation — 38° 19' 27" W.
Latitude by D. R. — 24° 30' 32" N.
Longitude by D. R. — 38° 18' 02" W.

Course made good since preceding noon: S 73° W.

Distance made good since preceding noon: 111 miles.

Distance by Log since preceding noon: 110.3 miles.

Current per hour: .07 miles, set N 50° W. true.

Position at 8 P. M. { Latitude by D R. from Noon — 24° 20' 21" N.
Longitude by Chronometer from P M. Observation — 38° 53' 15" W.

Variation of compass: 18° 00' W.

Error of compass observed at 8.04 A M. Ships head West. 20° 47' W.

Deviation of compass on West 2° 47' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2100 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at noon, 153 " 420 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. in Air.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	4	0	88.2	W 1/4 N.	E. by N.	3			30.32	80	79	74	78	b.c.	cir. cum.	6	L
2	4	3	92.5	West.	"	3			30.29	79	79	74	78	"	"	6	"
3	4	0	96.5	"	"	3			30.28	79	79	74	78	"	"	6	"
4	3	8	100.3	"	"	3			30.27	79	79	74	78	"	"	7	"
5	3	7	4.0	"	"	3			30.27	80	79	74	78	"	"	7	"
6	4	0	8.0	"	E. N E.	3			30.27	80	80	75	78	"	"	7	"
7	4	4	12.4	"	"	3			30.28	79	79	75	78	"	cum. cumf.	6	"
8	4	4	16.8	"	"	3			30.30	79	79	75	78	"	"	5	"
9	4	7	21.5	"	"	4			30.31	79	79	75	78	"	"	6	"
10	4	4	25.9	"	"	4			30.31	80	79	75	78	"	"	6	"
11	4	5	30.4	"	"	4			30.30	79	79	75	78	"	"	4	"
Mid.	4	3	34.7	"	"	4			30.30	79	79	75	78	"	"	4	"

under the command of Commander E. T. Strong, , U. S. Navy,
Monday, August 10 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear and pleasant. Moderate Easterly breeze gradually decreasing in force to gentle breeze last hour. On course W1/4 N. under all square sails for topmast staysail and starboard lower stunsail. Barometer falling. Ship rolling to long Ely swell.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.
Clear and pleasant. Gentle to moderate breeze from East to E.N.E. Barometer steady. Long swell from E.S.E. Steering a course W1/4 N. under same sail as preceding watch. At 4.45 set fore lower studding sail.

J. K. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meid.
Clear and pleasant. Gentle to moderate breeze from E. by N. Barometer rising slowly. Long swell from Ed. Steering course W1/4 N. under fore topmast staysail, all square sail and stunsails both sides. At 9.30 mustered and inspected at quarters. Drilled Fire Division, great guns: 2nd, cutlass sticks: 3rd, aid to wounded and gunnery and Powder, gunnery instruction. Seamanship instruction and signals, second period.

J. C. Luby
Lieutenant U.S.N.

From Meid. to 4 P.M.
Weather clear and pleasant, with gentle breeze from E. by N. Barometer falling. Exercised class at signals and instructed remainder of watch of apprentices at knotting and splicing. By order of Commanding Officer changed course to West at 10 o'clock.

W. Zuhlsdorf
Lieutenant U.S.N.

From 4 to 8 P.M.
Clear to fair and warm. Gentle breeze from E. by N. and E.N.E. On course West (p.c.) At 5.10 took in lower stunsails and exercised the crew in reefing topsails and foresail, furling light sails, making sail to royals after the exercise and set the starboard lower stunsail. At 5.30 set the jib flying jib and mizzen topmast staysail. Had evening quarters for turning in scrubbed hammocks and serving out ethers. Easterly swell.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid.
Cloudy and pleasant. Moderate breeze from E.N.E. No change in sail. Long Easterly swell. On course West.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	4	3	390	West.	NE. by E.	3			30.29	79	79	75	78	b.c.w.	cumuli.	3	L.
2	4	5	43.5	"	E. by N.	3			30.28	79	79	75	78	b.c.d.l.	"	3	"
3	4	1	476	"	"	3			30.26	79	78	74	78	b.c.w.	"	2	"
4	3	4	510	"	"	2-3			30.26	79	79	74	78	"	"	3	"
5	3	0	540	"	"	2			30.26	79	79	74	78	b.c.	"	3	"
6	3	4	57.3	"	"	2			30.26	79	79	74	78	"	"	3	"
7	3	6	60.9	"	East	3			30.26	79	78	75	78	"	cumuli	6	"
8	3	1	640	"	"	2			30.26	80	79	76	79	"	"	8	"
9	3	2	67.2	"	"	2			30.27	80	80	76	79	"	"	7	"
10	3	3	70.5	"	"	2			30.26	81	81	77	79	"	"	6	"
11	2	8	73.3	"	"	2			30.26	82	82	77	79	"	"	5	"
Noon.	2	7	76.0	"	"	2			30.27	82	82	77	79	"	"	6	"

Position at 8 A. M. { Latitude by D.R. from Noon — 24° 01' 49" N.
Longitude by Observation ⊙ — 39° 46' 27" W.

Position at noon: { Latitude by observation — 23° 59' 01" N.
Longitude by observation — 39° 58' 46" W.
Latitude by D. R. — 24° 01' 49" N.
Longitude by D. R. — 39° 54' 27" W.

Course made good since preceding noon: S 70° W.

Distance made good since preceding noon: 96 miles.

Distance by Log since preceding noon: 91.9 miles.

Current per hour: 2 miles, set S 35° W. true.

Position at 8 P. M. { Latitude by D.R. from Noon — 23° 55' 22" N.
Longitude by Chronometer from P.M. Observation ⊙ — 40° 39' 24" W.

Variation of compass: 17°-10' W.

Error of compass observed at 7.54 A.M. Ships head West 19°-13' W.

Deviation of compass on West 2°-13' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1700 "

Coal consumed during the preceding 24 hours, tons. — lbs.

Coal remaining on hand at noon, 153 " 420 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	2	8	788	West.	East	2			30.26	83	84	77	79	b.c.	cum.stat.	5	L.
2	3	2	82.0	W.N.W. 3/4 W.	"	3			30.26	81	83	77	79	"	"	6	"
3	4	1	86.1	"	"	3-4			30.26	80	80	76	79	"	"	3	"
4	4	0	90.1	"	E. by N.	3-4			30.26	80	80	75	79	"	"	4	"
5	4	5	94.5	"	"	3-4			30.26	80	80	75	79	"	"	3	"
6	5	0	99.5	"	E.NE.	4			30.26	80	80	75	79	"	"	4	"
7	5	9	5.5	"	"	4			30.28	80	80	76	79	b.c.w.	mixed.	4	"
8	4	8	10.3	"	NE. by E	4			30.28	80	80	76	79	"	"	5	"
9	4	1	15.4	"	NE. by N.	4-5			30.30	79	79	75	79	"	"	8	"
10	4	3	19.7	"	ENE.	3-4			30.31	78	78	75	79	b.c.q.g.	"	3	"
11	3	5	23.2	"	East	2-3			30.30	78	78	75	79	"	"	4	"
Mid.	1	7	24.9	"	"	1-4			30.30	78	78	75	79	"	"	8	"

4—265

under the command of Commander E. T. Strong, U. S. Navy,
Tuesday, August 11, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant, light passing showers. Gentle to light breeze from N.E. by E. to E. by N. Barometer falling. Steering a course N.N.W. Set, under square sails to royals, head sails, starboard lower studding sail and mizzen topmast staysail. At 1.50 took in flt, flying jib and mizzen topmast staysail.

J. F. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy first half, clearing last half. Light to gentle breeze from E. by N. and East. Barometer steady. Long swell from East. Steering course N.N.W. under fore topmast staysail, all square sail and starboard stunsail. At 7.45 set port stunsail. Carried at morning quarters. By order of the Commanding Officer the following Apprentices 3rd Class, were confined to the Quarter deck, on bread and water from 7 A.M. to hammocks in the evening A.M. January for 3 days; A. O'Donnell for 2 days: Ch. J. Flourden for 3 days: and P. A. Bolle for 4 days: Offence, persistent infraction of the rules of the ship, using tobacco.

J. F. Luby
Lieutenant U.S.N.

From 8 A.M. to Midd.

Weather clear and pleasant, with light breeze from East. Barometer steady. At 9.30 mustered crew at quarters, and exercised as follows: Port Division, great guns: Starboard Division, pistols: Second Division, target practice expending 340 rounds, .45 calibre, small arms ammunition: Third Division small arms. Exercised signal class and instructed apprentices in gunnery during 2nd period L. J. Roberts (A.S.C.) and H. Owens (A.S.C.) were confined in double irons for two days, by order of the Commanding Officer, for being disrespectful at the mast. Tested magazine flood cocks and found them in working order.

W. P. Whittlesey
Lieutenant U.S.N.

From Midd. to 4 P.M.

Fair and warm. Light to moderate Easterly breeze. On course N.N.W. until 1, when changed to N.N.W. 3/4 W. (p.c.) by order of Commanding Officer, patent log reading 78.8. At 1.15 made all sail except main topsail, taking in the low lower stunsail. Exercised the Apprentices of watch at signals, knotting and splicing.

R. S. Tindale
Ensign U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Gentle and moderate breeze from E. by N. to N.E. by E. Barometer rising slightly. On course N.N.W. 3/4 W. At 5.10 had quarters and turned in scrubbed hammocks. At 5.30 took in starboard lower stunsail and exercised at reefing topsails, foresail and furling light sails. Made sail as before at end of exercise. In setting starboard stunsail, carried away fore yard arm on lower boom. Bitted a new gooseneck and set stunsail. At 6.45 took in starboard stunsail.

L. Mc Namee
Ensign U.S.N.

From 8 P.M. to Midd.

Cloudy, passing showers. Light airs to gentle breeze with moderate to stiff squalls from N.E. by N. to East. Barometer steady. Steering a course N.N.W. 3/4 W. under all sail to royals except main topsail and stunsails. At 9.45 took in spanker and gaff topsail: at 10.15 took in main and mizzen topmast staysails.

Examined and found to be correct.

J. F. Jordan
Lieutenant U.S.N.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira, to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	0	26.2	W.N.W. 3/4 W.	E.N.E.	1-2			30.28	78	77	75	79	b.c.d.p.	Cirro cumul.	6	L.
2	4	0	30.2	"	East.	3			30.27	78	77	75	79	b.c.	"	6	"
3	4	3	34.5	"	"	3			30.27	78	77	75	79	"	"	7	"
4	4	1	38.6	"	"	3			30.27	78	78	75	79	"	"	8	"
5	3	9	42.5	"	"	3-5			30.26	78	78	75	79	"	"	7	"
6	4	3	46.8	"	E.S.E. by E.	3			30.26	78	78	75	79	"	"	6	"
7	4	0	50.8	"	"	3			30.27	78	78	76	79	"	Cumulus	8	"
8	3	2	54.0	"	E. by S.	3			30.27	79	78	76	79	"	"	7	"
9	3	5	57.5	"	E.S.E.	3			30.27	80	80	76	79	"	"	7	"
10	3	3	60.8	"	"	3			30.28	80	80	76	79	"	"	5	"
11	2	2	630	"	"	2			30.29	82	82	78	79	"	"	6	"
Noon.	2	2	64.6	"	"	1-2			30.27	84	84	79	79	"	"	7	"

Position at 8 A. M.: Latitude by D.R. from Noon — 23° 52' 31" N.
Longitude by Observation ⊙ — 41° 30' 00" W.

Position at noon: Latitude by observation — 23° 50' 18" N.
Longitude by observation — 41° 42' 18" W.
Latitude by D. R. — 23° 50' 31" N.
Longitude by D. R. — 41° 36' 46" W.

Course made good since preceding noon: S 85° W.

Distance made good since preceding noon: 95 miles.

Distance by Log since preceding noon: 89.9 miles.

Current per hour: .23 miles, set West. true.

Position at 8 P. M.: Latitude by D. R. from Noon — 23° 49' 58" N.
Longitude by Chronometer from P.M. Observation ⊙ — 41° 58' 25" W.

Variation of compass: 16° 00' W.

Error of compass observed at 5.23 P.M. Ships head W 1/4 N. 17° 41' W.

Deviation of compass on W. 1/4 N. 1° 41' W.

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1200 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at noon, 152 " 2020 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	1	9	66.5	W.N.W. 3/4 W.	E.S.E.	2			30.27	83	85	79	80	b.c.	Cir. cumu.	7	L.
2	1	8	67.8	W.N.W. 1/2 W.	"	2			30.26	83	85	79	80	"	"	7	"
3	1	8	69.1	"	"	2			30.26	82	84	78	80	"	"	7	"
4	1	8	70.2	"	"	1			30.25	82	83	77	80	"	"	7	"
5	1	4	71.6	"	"	1			30.26	80	81	77	80	"	"	6	"
6	0	8	72.4	"	"	1			30.26	81	80	77	80	"	"	6	"
7	1	2	73.6	"	East.	1			30.26	81	80	77	80	"	"	5	"
8	2	2	75.8	"	E.N.E.	1			30.28	80	80	76	80	"	"	4	"
9	3	2	79.0	"	"	2-3			30.29	80	80	76	80	b.c.w.	"	4	"
10	3	2	82.2	"	"	2			30.29	80	80	76	80	"	"	5	"
11	2	8	85.0	"	"	2			30.29	80	80	76	80	"	"	4	"
Mid.	3	0	88.0	"	East.	2-3			30.29	80	80	76	80	"	"	5	"

under the command of Commander E. T. Strong, , U. S. Navy,

Wednesday August 12 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to clear. Light drizzling rain at first. Light airs to gentle breeze from E.N.E. and East. Barometer falling at first, then steady. Long swell from Ed. Steering course N.N.W. 3/4 W. under flying jib, jib, fore topmast staysail and all square sail at first: at 12.30 set main and mizzen topmast staysails and spanker.

J. Foote
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather fair, equally during first hour. Gentle breeze from East shifting about 5.30 to S.E. by E. Barometer steady. At 7.50 set port lower studding sail. A.P. Jensen (A.3c) A.O. Donnell (A.3.c): C.G. Worsdell (A.3c) and D.A. Bills (A.3.c.) have reported to quarter deck, in accordance with orders as entered in yesterdays log.

W.G. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Noon.

Clear and warm. Gentle and light breeze from E.S.E. On course N.N.W. 1/2 W. (p.c) At 8.10 took in fore and aft sail, except fore topmast staysail and set starboard lower stunsail. At 9.15 set jib, flying jib and mizzen topmast staysail. At 9.30 mustered at quarters. Exercised Divisions as follows - Powder Division, gunnery instruction: First Division, small arm firing at towing target: 2nd Division, magazine instruction: 3rd Division, cutlass drill. During second period inspected bags.

R.S. Griffin
Ensign U.S.N.

From Noon. to 4 P.M.

Clear and warm. Light breeze from E.S.E. Barometer falling slowly. At 1 o'clock by order of Commanding Officer, changed course to N.N.W. 1/2 W. patent log 66.5. Hauled down main and mizzen topmast staysails, jib and flying jib. Boys engaged in serving and mending. Hand setting up rigging at 3.40.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light airs from E.S.E. to E.N.E. Barometer steady, then rising. Steering a course N.N.W. 1/2 W. under same sail as preceding watch. At 6.40 took in port lower studding sail. At 7.15 set staysails, jib and flying jib. At 5.30 exercised apprentices at taking in furling and making sail.

D.W. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Fair and pleasant. Light to gentle breeze from E.N.E. and East. Barometer rose slightly first hour, then steady. Long swell from Ed. Steering course N.N.W. 1/2 W. under all plain sail except spanker and gaff topsail and main and mizzen topmast staysails and starboard stunsail.

J.C. Colby
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt,
Lieutenant U.S.N. Navigator.

4-886

LOG of the UNITED STATES Ship Essex, Third Rate,

Making passage from Funchal, Madeira, to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear sky, in tenths.	State of the Sea.
A. M.																	
1	3	1	91.1	W. N.W. 1/2 W.	East	3			30.27	80	79	76	80	b.c.w.	cum.strat.	6	ℒ.
2	3	2	94.3	"	"	3			30.26	80	79	76	80	"	"	6	"
3	3	0	97.3	"	E. by S.	3			30.25	80	79	76	80	"	"	7	"
4	3	1	100.4	"	"	3			30.24	80	79	76	80	"	"	5	"
5	3	3	3.7	"	"	3			30.25	80	79	76	80	b.c.	"	4	"
6	3	4	7.1	"	"	3			30.26	80	79	76	80	"	"	4	"
7	5	2	12.3	"	S.E. by E.	3-4			30.25	78	79	76	80	"	"	4	"
8	3	2	15.5	"	E. by E.	2-3			30.26	79	79	76	79	"	"	6	"
9	1	9	17.0	"	"	1-2			30.27	80	80	77	79	"	"	4	"
10	2	5	19.5	"	"	2			30.27	81	81	77	79	"	"	6	"
11	2	0	21.5	"	"	2			30.26	82	83	78	79	"	"	7	"
Noon.	2	6	23.7	"	"	2			30.27	84	80	78	79	"	"	8	"

Position at 8 A. M.: Latitude by D. R. from Noon 23° 49' 12" N.
Longitude by Observation 42° 44' 45" W.

Position at noon: Latitude by observation 23° 47' 37" N.
Longitude by observation 42° 54' 45" W.
Latitude by D. R. 23° 49' 11" N.
Longitude by D. R. 42° 49' 48" W.

Course made good since preceding noon: S 88° W.

Distance made good since preceding noon: 66 miles.

Distance by Log since preceding noon: 61.6 miles.

Current per hour: 20 miles, set S 72° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon 23° 47' 37" N.
Longitude by Chronometer from P.M. Observation 43° 22' 30" W.

Variation of compass: 15° 00' W.

Error of compass observed at 9 33 a M. Ships head W. N.W. 1/2 W. 18° 30' W.

Deviation of compass on W. N.W. 1/2 W. 3° 30' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 800 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, 152 " 2020 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear sky, in tenths.	State of the Sea.
P. M.																	
1	2	6	26.0	W. N.W. 1/2 W.	E. S.E.	2			30.25	86	86	80	79	b.c.	cum.strat.	6	ℒ.
2	2	7	28.3	"	S.E. by E.	2			30.25	86	86	80	79	"	"	5	"
3	2	8	31.1	"	E. by S.	2			30.24	83	84	78	80	"	"	6	"
4	2	8	33.9	"	East	2-3			30.24	82	83	77	80	"	"	5	"
5	3	0	36.9	"	"	3			30.25	82	82	77	80	"	"	5	ℒ
6	3	0	39.9	"	"	3			30.25	81	81	77	80	"	"	6	"
7	3	1	43.0	"	"	3			30.26	81	81	76	80	b.c.w.	"	5	"
8	3	7	46.7	"	"	3			30.26	80	80	75	80	"	"	7	"
9	3	8	50.5	"	"	3			30.28	80	80	76	80	"	"	6	"
10	4	0	54.5	"	"	3			30.28	80	80	76	80	"	"	7	"
11	4	0	58.5	"	"	3-4			30.28	80	80	76	80	"	"	8	"
Mid.	3	9	62.4	"	"	3-4			30.28	80	79	75	80	"	"	4	"

4—265

under the command of Commander E. T. Strong, , U. S. Navy,

Thursday, August 13 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather fair and pleasant with gentle breeze from East to E. by S. Barometer falling. At 2 o'clock took in fore and aft sail except fore topmast staysail.

W. B. W. Whiteley
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and pleasant to warm. Gentle to moderate breeze from E.SE and SE by E. Our course N. N. W 1/2 W. (p.c.) At 6.40 set fore lower stunsail and mizzen topmast staysail. Blew rose in clouds with many gaudy colors. E. Italy swell, ship rolling. By order of Commanding Officer confined on quarter deck and board and water, from 7 A.M. to evening quarters the following apprentices: A.M. Jones: Ch. G. Howden: F. A. Bolle: as previously logged. also D. D. Kelly 2 days: D. B. Chandless one day: Ch. B. Reynolds one day: offence, persistent infraction of ships rules, using tobacco.

R. D. Tisdale
Ensign U. S. N.

From 8 A.M. to Noon.

Clear and warm. Light breeze from E.SE with light airs first hour. Barometer nearly steady. Our course N. N. W 1/2 W. Had quarters at 9.30 and exercised Divisions as follows: First Division, magazine drill: 2nd Division, small arms: 3rd Division, magazine drill: Powder Division, small arm target practice. Inspected and acted boatswain 2nd period. At 10.45 hauled down mizzen topmast staysail. Exercised signal class 2nd period. Released from confinement by order of the Commanding Officer, H. F. Owens and L. D. Roberts, Apprentices 3 class, their period of confinement having expired.

L. McNamee
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant. Light to gentle breeze from SE. by E. to East. Barometer falling very slowly. Steering a course N. N. W 1/2 W. No change of sail. Exercised the watch on deck in signals and lead.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair to clear and pleasant. Gentle breeze from East. Barometer rising slowly. Smooth sea. Steering course N. N. W 1/2 W. under fore topmast staysail and all square sail and stunsails both sides at first. At 5.15 took in stunsails. At 5.45 set starboard stunsail and flying jib, jib and main and mizzen topmast staysails. At 5.20 called all hands and exercised at furling light sails and reefing topsails and courses.

J. C. Luby
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather fair, clouding up toward end of watch. Gentle to moderate breeze from East. Barometer steady. Steering a course.

W. B. W. Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U. S. N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal (Madeira) to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	2	5	64.6	W. N.W 1/2 W.	E. by S.	2-4			30.27	80	79	75	80	b.c.p.	cum-nimb	3	S.
2	4	7	69.3	"	"	3-4			30.25	80	79	75	80	"	"	5	"
3	4	3	73.6	"	"	3			30.24	79	79	75	80	b.c.m.	"	5	"
4	4	0	77.6	"	"	3			30.24	79	79	75	80	"	cum-strat	8	"
5	3	8	81.4	"	E. by E.	3			30.24	79	79	75	80	b.c.	"	6	"
6	4	6	86.0	"	"	4			30.24	79	79	75	80	"	"	6	"
7	4	1	90.1	"	"	4			30.24	80	79	76	80	"	"	6	"
8	3	7	93.8	"	"	3			30.25	80	80	76	80	"	"	8	"
9	4	0	97.8	"	E. by S.	4			30.27	81	80	76	80	"	"	7	"
10	4	8	2.6	"	"	4			30.26	82	82	77	80	"	"	7	"
11	4	6	7.2	"	"	4			30.25	82	83	78	81	"	"	7	"
Noon.	4	6	11.8	"	"	4			30.26	83	85	78	80	"	"	7	"

Position at 8 A.M.: Latitude by D. R. from Noon — 23° 47' 37" N.
Longitude by Observation ☉ — 43° 22' 30" W.

Position at noon: Latitude by observation — 23° 46' 57" N.
Longitude by observation — 44° 38' 48" W.
Latitude by D. R. — 23° 47' 37" N.
Longitude by D. R. — 44° 32' 15" W.

Course made good since preceding noon: West

Distance made good since preceding noon: 95. miles.

Distance by Log since preceding noon: 89.1 miles.

Current per hour: 1/4 miles, set S. 84° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon — 23° 46' 37" N.
Longitude by Chronometer from P.M. Observation ☉ — 45° 13' 11" W.

Variation of compass: 14° 00' W.

Error of compass observed at 7 58 A.M. Ships head N.W 1/2 W. 15° 49' W.

Deviation of compass on N.W 1/2 W. 1° 49' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 400 "

Coal consumed during the preceding 24 hours, 1 tons, 240 lbs.

Coal remaining on hand at noon, 151 " 1780 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	4	2	16.0	W. N.W 1/2 W.	E. by S.	4			30.23	86	86	79	80	b.c.	cum	7	S.
2	3	5	19.5	"	"	3			30.22	84	86	79	80	"	"	7	"
3	3	4	22.9	"	"	3			30.22	83	84	78	80	"	"	8	"
4	3	7	26.6	"	"	2-3			30.22	83	84	77	80	"	"	7	"
5	3	9	30.5	"	"	3			30.22	82	83	75	80	"	"	5	"
6	3	9	34.4	"	"	3			30.24	82	83	75	80	"	"	5	"
7	4	2	38.6	"	"	3-4			30.26	82	82	75	80	b.c. m.	"	5	"
8	3	8	42.4	"	"	3			30.26	82	81	75	80	"	cum-strat	4	"
9	4	1	46.5	"	"	4			30.25	81	81	76	80	"	"	4	"
10	5	0	51.5	"	"	4			30.26	81	80	75	80	"	"	4	"
11	4	8	56.3	"	E. by N.	4			30.26	81	80	74	80	"	"	4	"
Mid.	5	0	61.3	"	"	4			30.26	81	80	74	80	"	"	5	"

under the command of Commander E. T. Strong, U. S. Navy,

Friday, August 14th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to clear. Occasional light rain from passing clouds first hour. Light to moderate breze from East and E by S. Ow course N. N.W. ½ W. (pc) under all square sail fore topmast staysail and starboard (jury) stuntsail, having taken in the main and mizzen topmast staysails, jib and flying jib, about 12.30. Easterly swell.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to moderate breze from E. S.E. decreasing to gentle breze again last hour. Barometer rising slowly at end of watch. Ow course N. N.W. ½ W. At 5 o'clock set mizzen topsail and port stunsail. Reconfined to quarter deck, P.A. Bolle and J. P. Kelly Appr. 3 class, for offence as stated in yesterdays morning watch.

L. M. Hance
Ensign U. S. N.

From 8 A.M. to Meridn.

Clear and pleasant. Moderate breze from E. by S. Barometer falling then rising. Steering a course N. N.W. ½ W. under same sail as preceding watch. At 8.55 hauled up starboard lee of mainsail. Stated force at 9.00 under port after boiler for distilling purposes. At 9.30 mustered and inspected at quarters, then exercised at General Quarters without powder. Times of reporting ready; Forward Powder Division, 1 min: 15 sec: 1st Division, 1 min: 18 sec: 3rd Division 1 min: 18 sec: After Powder 1 min: 13 sec: 2nd Division, 1 min: 55 sec: Navigators Division, 2 min: 28 sec: At 9.55 Exercised at Fire Quarters. Broke out chain lockers, hauling chains on deck and cleaned lockers.

J. V. Jordan
Lieutenant U. S. N.

From Meridn. to 4 P.M.

Clear and pleasant. Moderate to gentle breze from E. by S. Barometer falling slowly. Smooth sea. Steering course N. N.W. ½ W. under fore topmast staysail, all square sail (except starboard clew of mainsail) and stunsails both sides. Overhauled cable and commenced restowing them at 2.50. Commenced distilling at 1.00. Exercised signal class.

J. B. Luby
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather fair and pleasant, with gentle breze from E. by S. Barometer rising. Finished restowing chain. Distilling.

W. B. Whiteley
Lieutenant U. S. N.

From 8 P.M. to Mid.

Cloudy. Moderate breze from E. by S. to E. by N. Ow course N. N.W. ½ W. (pc) At 10.30 set all fore and aft sail except main trysail and gaff topsail. Moon shining through clouds until 10.15, when set. Distilling.

R. D. Tisdale
Ensign U. S. N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U. S. N. Navigator.

4—205

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	4	6	65.9	W. N.W. 1/2 W.	E. by E.	4-6			30.24	80	79	76	80	b.c. q.w.	cum.nimb.	4	L.
2	4	5	70.4	"	E. by E.	4			30.24	79	79	76	80	b.c.d.	"	4	"
3	2	8	73.2	"	E.by E.	2			30.24	80	79	76	80	"	"	6	"
4	3	9	77.1	"	E. by E.	3			30.24	80	79	75	80	"	"	7	"
5	4	5	81.6	"	"	4			30.23	80	79	75	80	b.c.	"	6	"
6	4	7	86.3	"	"	4			30.24	80	79	75	80	"	cum.strat.	6	"
7	4	2	90.5	"	"	4			30.25	80	80	76	80	"	cir.	7	"
8	4	0	94.5	"	"	4			30.26	81	80	76	80	"	cum.strat.	8	"
9	4	3	98.8	"	"	4			30.27	81	81	77	80	"	"	6	"
10	5	3	4.1	"	"	4-5			30.28	82	81	77	80	"	cumnimb.	5	"
11	4	5	8.6	"	"	4			30.28	82	82	77	80	"	"	4	"
Noon.	4	5	11.3	"	"	4			30.28	83	84	79	80	"	cir. cum.	6	"

Position at 8 A. M.: Latitude by D. R. from Noon — 23° 48' 21" N.
Longitude by Observation — 46° 10' 45" W.

Position at noon:
Latitude by observation — 23° 49' 14" N.
Longitude by observation — 46° 29' 36" W.
Latitude by D. R. — 23° 49' 30" N.
Longitude by D. R. — 46° 29' 36" W.

Course made good since preceding noon: N 89° W.

Distance made good since preceding noon: 101 miles.

Distance by Log since preceding noon: 101.3 miles.

Current per hour: ——— miles, set ——— true.

Position at 8 P. M.: Latitude by D. R. from Noon — 23° 49' 44" N.
Longitude by Chronometer from P.M. Observation — 47° 09' 09" W.

Variation of compass: 13° 30' W.

Error of compass observed at 8 A.M. Ships head N.W. by W.1/4 W. — 15° 37' W.

Deviation of compass on N.W. by W. 1/4 W. — 2° 07' W.

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 860 "

Water remaining on hand fit for use at noon, 700 "

Coal consumed during the preceding 24 hours, 1 tons, 640 lbs.

Coal remaining on hand at noon, 150 " 1140 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	3	7	15.0	W. N.W. 1/2 W.	E. by E.	3			30.24	86	87	80	81	b.c.	cir. cum.	7	L.
2	3	3	18.3	"	"	3			30.24	84	87	79	81	"	"	7	"
3	3	0	21.3	"	"	3			30.23	82	85	79	81	b.c. p.	cum.nimb.	7	"
4	4	0	25.3	"	"	3-4			30.23	83	84	79	81	"	cir.	6	"
5	4	0	29.3	"	"	3-4			30.23	82	83	78	81	b.c.	cum.strat.	5	"
6	3	6	32.9	"	"	3			30.25	82	82	77	81	"	"	4	"
7	4	1	37.0	"	"	3-4			30.26	82	81	77	81	"	cum.strat.	5	"
8	4	1	41.1	"	"	4			30.29	82	81	77	81	"	"	3	"
9	4	1	45.2	"	"	4			30.29	82	81	77	81	"	cum.nimb.	4	"
10	3	8	49.0	"	"	3			30.30	82	81	77	81	"	"	3	"
11	4	4	53.4	"	"	4			30.30	82	81	77	81	"	"	4	"
Mid.	3	7	57.1	"	"	3			30.30	82	81	77	81	"	"	3	"

under the command of Commander E. T. Strong, , U. S. Navy,

Saturday, August 15 , 18 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and squally, threatening weather first part with light drizzle second hour: clearing afterwards to fine, unsettled. Moderate breeze from East to S.S.E. first part, with fresh breeze in squalls first hour. Light to gentle breeze from S.E. by E. and E.S.E. second part. Ou course N.N.W 1/2 W. At 12.30 took in main and mizzen topmast staysails, spanker and both stunsails. At 1.10 made sail as before except stunsails. At 2.30 hauled taut all fore and aft sail, except fore topmast staysail and took in spanker. Distilling. Log Easterly swell.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Moderate breeze from E.S.E. Barometer rising. Steering a course N.N.W 1/2 W. under square sail to royals (except starboard clew of mainsail) and fore topmast staysail. At 4.30 set both lower stunsails. Distilling.

J. K. Jordan
Lieutenant U.S.N.

From 8 A.M. to Midnight.

Fair to clear and warm. Moderate to stiff breeze from E.S.E. Barometer rising slowly at first then steady. Steering course N.N.W 1/2 W. under fore topmast staysail, all square sail (except weather clew of mainsail) and stunsails both sides. Finished cleaning ship. Distilling.

J. C. Luby
Lieutenant U.S.N.

From Midnight to 4 P.M.

Weather fair and pleasant except for light passing showers about 3 o'clock. Gentle to moderate breeze from E.S.E. Barometer steady. Distilling.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy, pleasant. Gentle and moderate E.S.Ely breeze. Ou course N.N.W 1/2 W. (p.c.) No change in sail. Moonlight. Distilling.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight.

Clear and pleasant. Moderate and gentle breezes from E.S.E. Steady barometer. Ou course N.N.W 1/2 W. No change in sail. Distilling.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

Reynolds N. Galt
Lieutenant U.S.N. Navigator.

4—203

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	4	7	61.8	W. N.W 1/2 W.	E. S.E.	4			30.30	81	81	76	81	b.o.	cum. mimb.	4	L.
2	4	5	66.3	"	"	4			30.29	81	80	76	81	"	"	6	"
3	4	7	71.0	"	"	4			30.28	81	80	76	81	"	"	6	"
4	4	4	75.4	"	"	4			30.28	81	80	76	81	"	"	7	"
5	4	6	80.0	"	"	4			30.27	81	80	76	81	"	"	6	"
6	4	1	84.1	"	"	4			30.28	80	80	76	81	"	cum. strat.	5	"
7	4	6	88.7	"	"	4			30.28	81	80	77	81	"	"	7	"
8	4	7	93.4	"	"	4			30.28	82	81	77	81	"	"	8	"
9	4	6	98.0	"	"	4			30.32	82	82	77	81	"	"	8	"
10	4	9	2.9	W. N.W 3/4 W.	"	4			30.32	82	83	78	81	"	"	8	"
11	4	1	7.0	"	"	4			30.32	84	85	79	81	"	"	8	"
Noon.	3	8	10.8	"	"	3-4			30.32	86	87	80	81	"	"	7	"

Position at 8 A. M.: Latitude by D. R. from Noon 23° 52' 05" N.
Longitude by Observation 48° 05' 48" W.

Position at noon: Latitude by observation 23° 55' 37" N.
Longitude by observation 48° 25' 12" W.
Latitude by D. R. 23° 53' 54" N.
Longitude by D. R. 48° 18' 10" W.

Course made good since preceding noon: N 88° W.

Distance made good since preceding noon: 106 miles.

Distance by Log since preceding noon: 102.5 miles.

Current per hour: .26 miles, set N 73° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon 23° 54' 15" N.
Longitude by Chronometer from P.M. Observation ⊙ 48° 59' 49" W.

Variation of compass: 12° 30' W.

Error of compass observed at 7.55 a M. Shipes head N.W 7/8 W. 14° 16' W.

Deviation of compass on N.W 7/8 W. 1° 58' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 1200 "

Coal consumed during the preceding 24 hours, 1 tons. 1240 lbs.

Coal remaining on hand at noon, 148 " 2100 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	3	0	13.8	W. N.W 3/4 W.													
	0	5	14.3	W. by N.	E. S.E.	3			30.30	87	89	82	81	b.o.	cir. cum.	6	L.
2	3	0	17.3	"	"	2-3			30.27	87	89	82	81	"	"	5	"
3	3	2	20.5	"	E. by S.	3			30.26	86	87	81	81	"	"	4	"
4	3	5	24.0	"	"	3			30.25	85	86	80	81	"	"	4	"
5	3	7	27.7	"	"	3			30.28	85	85	79	81	"	"	5	"
6	3	5	31.2	"	"	3			30.29	84	84	79	81	"	"	5	"
7	3	6	34.8	"	E. by N.	3			30.30	83	83	78	81	"	"	4	"
8	3	8	38.6	"	"	3			30.32	83	83	78	81	"	"	4	"
9	3	9	42.5	"	East	3			30.34	83	82	78	81	"	"	6	"
10	3	6	46.1	"	E. by S.	3			30.35	83	82	78	81	"	cir. mimb.	9	"
11	3	0	49.1	"	"	3			30.35	83	82	78	81	"	"	4	"
Mid.	2	8	51.9	"	S.E.	2-4			30.34	82	82	78	81	h.o.g.f.	"	3	"

under the command of Commander E. T. Strong, U. S. Navy,

Sunday August 16, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Moderate breeze from E. S.E. Barometer falling then steady. Long swell from S.E. Steering as course N.N.W.½W. under all square sail (except fort clew of mainsail) both lower stunsails, and fore topmast staysail.

J. K. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair to clear and pleasant. Moderate breeze from E. S.E. Barometer fell slightly first hour then commenced to rise steady last two hours. Long swell from S.E. and E.S.E. Steering course N.N.W.½W. under fore topmast staysail, all square sail (except weather clew of mainsail) and stunsails both sides. Carried out morning orders. Distilling.

J. B. Linsley
Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather clear and pleasant with moderate breeze from E.S.E. Barometer steady. At 9 o'clock changed course by order of Commanding Officer to N.N.W.3/4W. At 9.30 the Commanding Officer inspected the Ship and crew at quarters, after which held Divine Service. Distilling.

W. S. Whiteley
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair to cloudy. Gentle breeze from E.S.E. and E. by S. Ow course N.N.W.3/4W. until 12.52, when changed to W. by N. (pc) patent log 13.8. No change in sail. Easterly swell. Distilling.

R. P. Lincoln
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy and pleasant. Gentle breeze from E. by S to E. by N. Barometer rising. Ow course W. by N. At 6.50 set mizzen topmast staysail and at 7.10 main topmast staysail. Ely swell. Distilling.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midt.

Clear and pleasant first part of watch light rain squall last hour. Light to gentle breeze with moderate squalls last hour of watch. From East to S.E. Steering a course W. by N. under all square sail (except starboard clew of mainsail) both lower stunsails and staysails. At 8.50 hauled down main and mizzen topmast staysails, set them again at 11.45, and hauled them down at 11.55. At 11.40 hauled up fort clew and set starboard clew of mainsail.

J. K. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-886

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, by Ther.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	9	54.8	W. by N.	E. S.E.	2			30.32	82	81	78	81	b.c.	cum.cumb.	4	L.
2	3	2	58.0	"	S.E. by E.	2.3			30.32	82	81	78	81	"	"	6	"
3	2	6	60.6	"	"	2			30.31	82	81	78	81	"	cir. cum.	7	"
4	2	4	63.0	"	E.S.E.	2			30.30	82	81	78	81	"	"	7	"
5	2	0	65.0	"	"	2			30.30	82	81	78	81	"	"	6	"
6	2	4	67.4	"	"	2			30.31	82	81	78	81	"	"	7	"
7	2	4	69.8	"	"	2			30.32	82	81	78	81	"	"	8	"
8	1	9	71.7	"	"	2			30.33	83	82	78	82	"	"	8	"
9	2	5	74.2	"	E. by S.	2			30.33	83	83	79	82	"	"	8	"
10	2	5	76.7	"	"	2			30.33	84	84	80	82	"	"	8	"
11	2	3	79.0	"	"	2			30.33	85	86	81	82	"	"	7	"
Noon.	2	5	81.5	"	"	2			30.33	86	87	82	82	"	"	7	"

Position at 8 A. M.: Latitude by D. R. from Noon — 23° 52' 37" N.
Longitude by Observation — 49° 32' 07" W.

Position at noon: Latitude by observation — 23° 57' 02" N.
Longitude by observation — 49° 51' 12" W.
Latitude by D. R. — 23° 52' 07" N.
Longitude by D. R. — 49° 39' 12" W.

Course made good since preceding noon: N 89° W.

Distance made good since preceding noon: 77 miles.

Distance by Log since preceding noon: 70.7 miles.

Current per hour: 1/2 miles, set N 66° W true.

Position at 8 P. M.: Latitude by D. R. from Noon — 23° 55' 29" N.
Longitude by Chronometer from P.M. Observation — 50° 13' 11" W.

Variation of compass: 11°-30' W.

Error of compass observed at 7.50 A.M. Ships head N.W. by W 1/2 W. 13° 30' W.

Deviation of compass on N.W. by W 1/2 W. 2° 00' W.

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 1750 "

Coal consumed during the preceding 24 hours, 1 tons, 640 lbs.

Coal remaining on hand at noon, 147 " 1460 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, by Ther.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	2	1	83.6	W. 3/4 N.	E. by S.	2			30.31	88	89	83	82	b.c.	cir. cum.	6	S
2	2	0	85.6	"	"	2			30.31	86	88	82	82	"	"	7	"
3	2	0	87.6	"	"	2			30.30	86	88	82	82	"	"	7	"
4	2	0	89.6	"	"	2			30.31	86	87	82	83	"	"	6	"
5	2	5	91.7	"	E. by N.	2			30.31	85	86	82	83	"	"	5	"
6	2	0	93.2	"	"	2			30.31	84	85	82	83	"	"	5	"
7	2	6	95.1	"	"	2			30.32	84	84	80	83	b.o.w.	"	6	"
8	2	6	96.6	"	"	2			30.33	84	84	80	83	"	cum.strat.	4	"
9	2	5	95.6	"	East	2			30.35	84	83	80	83	"	"	4	"
10	2	5	97.5	"	"	2			30.35	84	83	80	83	"	"	4	"
11	3	0	99.7	"	E. by S.	2			30.35	84	83	80	83	b.c.p.	cum.nimb.	5	"
Mid.	3	0	2.5	"	"	2			30.34	84	83	79	83	b.o.w.	"	5	"

under the command of Commander E. T. Strong, U. S. Navy,

Monday, August 17, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to clear and warm. Light to gentle breeze from E. SE. and SE. by E. Barometer falling. Steering course Ch. by N. under fore topmast staysail, all square sail except port clew of mainsail and stunsails both sides. At 1.20 set main and mizzen topmast staysails and at 2.10 set flying jib and jib. Distilling.

J. G. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear and warm, with light breeze from E. SE. Barometer rising. At 4.30 took in fore and aft sail except fore topmast staysail. Distilling.

Wm. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Meridn.

Clear and warm. Light breze from E. by S. Ow course Ch. by N. (pc). No change in sail. At 9.30 mustered at quarters and exercised as follows: 1st Division gunnery exercise: 2nd Division, single sticks: 3rd Division gunnery exercise: Powder Divisions gunnery instruction. During 2nd period exercised apprentices at seamanship instruction and signals. Distilling. Noted sea wood.

R. R. Tindale
Ensign U.S.N.

From Meridn. to 4 P.M.

Clear and warm. Light breze from E. by S. Steady barometer. At 12 o'clock by order of Commanding Officer shaped course to N. 3/4 N. patent log 81.5. No change in sail. Smooth sea. Distilling. Exercised watch on deck in knotting and splicing. Exercised signal class. Hands setting up exercise at 3.40.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light breze from E. by N. Barometer steady, then rising. Steering a course N. 3/4 N. under same sail as preceding watch. At 4.30 set main and mizzen topmast staysails. At 5.15 took in both stunsails and exercised apprentices in shortening sail, reefing topsails and foresail, and making sail. At end of exercise set both lower stunsails.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midt.

Fair to clear and warm, heavy dew, light passing showers about 12. Light breze from East and E. by S. Barometer rising at first, commenced to fall last hour. Smooth sea. Steering course N. 3/4 N. under all square sail (except starboard clew of mainsail) and all staysails and stunsails both sides. At 9.40 hauled down main and mizzen topmast staysails.

J. G. Luby
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-05

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	6	5.1	W 3/4 N.	E. by S	2			30.32	84	83	80	83	b.c.	cum-strat	8	L.
2	2	6	7.7	"	"	2			30.32	83	82	79	83	"	"	8	"
3	3	6	11.3	"	ESE by E	2-3			30.31	82	82	79	83	"	"	9	"
4	2	8	14.1	"	"	2-3			30.30	82	82	79	83	"	"	9	"
5	3	2	17.3	"	"	2-3			30.31	82	82	79	83	"	cum.	8	"
6	3	3	20.6	"	"	2-3			30.32	82	82	79	83	"	"	8	"
7	3	0	23.6	"	"	2			30.34	82	82	79	83	"	"	8	"
8	2	9	26.5	"	"	2			30.34	83	83	80	83	"	"	7	"
9	2	8	29.0	"	"	2			30.35	84	84	80	83	"	cum-strat	6	"
10	2	7	31.2	"	"	2			30.37	84	84	80	83	"	"	5	"
11	2	5	33.2	"	"	2			30.37	86	87	82	83	"	"	6	"
Noon.	2	1	36.3	"	E. by E.	2			30.36	86	88	84	83	"	"	6	"

Position at 8 A. M.: Latitude by D. R. from Noon — 23° 52' 32" N.
Longitude by Observation — 50° 48' 49" W.

Position at noon: Latitude by observation — 23° 52' 12" N.
Longitude by observation — 51° 01' 11" W.
Latitude by D. R. — 23° 52' 02" N.
Longitude by D. R. — 51° 00' 42" W.

Course made good since preceding noon: S 88° W.

Distance made good since preceding noon: 64 miles.

Distance by Log since preceding noon: 62.9 miles.

Current per hour: ——— miles, set ——— true.

Position at 8 P. M.: Latitude by D. R. from Noon — 23° 51' 07" N.
Longitude by Chronometer from P.M. Observation — 51° 14' 25" W.

Variation of compass: 10° 40' W.

Error of compass observed at 7.45 A.M. Shipes head W 1/2 S. — 12° 39' W.

Deviation of compass on W 1/2 S. — 1° 59' W.

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 22250 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 146 " 180 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	2	0	38.1	W 3/4 N.	E by E.	2			30.34	88	89	83	83	b.c.	cum-strat	7	L.
2	1	6	39.1	"	"	2			30.33	86	89	82	83	"	"	7	"
3	1	6	40.0	"	E. by S	2			30.33	86	88	82	83	"	"	7	"
4	1	5	40.3	"	"	1			30.33	86	87	81	83	"	"	7	"
5	2	0	41.1	"	East	2			30.34	85	86	81	83	"	"	8	L.
6	1	8	42.2	"	E. by N.	2			30.34	83	84	80	83	"	"	6	"
7	2	5	44.3	"	E NE	2			30.36	84	84	80	83	"	"	7	"
8	3	0	46.5	"	NE by E	3			30.37	85	83	79	83	"	"	8	"
9	2	8	48.6	"	"	2			30.40	85	83	79	83	b.c.w.	"	7	"
10	2	8	50.7	"	E NE	2			30.40	85	83	79	83	"	"	7	"
11	2	5	53.2	"	"	2			30.39	85	83	79	83	"	"	7	"
Mid.	2	2	55.2	"	"	2			30.39	85	83	79	83	"	"	7	"

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, August 18, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather clear and pleasant with light to gentle breeze from E. by S. to S.E. by E. Barometer steady. At 2.30 set all for and aft sail, except main topsail and spanker. Distilling.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and warm. Gentle and light breeze from S.E. by E. Our course Ch 3/4 N (pc). No change in sail. Distilling. By order of the Commanding Officer E. Seibt, App 3 class, was placed in the quarter deck in irons and water for one day, from 7 A.M., until morning quarters, the offense being persistent infraction of ships rules, using tobacco.

R.D. Tisdale
Ensign U.S.N.

From 8 A.M. to Merid.

Clear and warm. Light breeze from S.E. by E. to E.S.E. Our course Ch 3/4 N. No change in sail. Had quarters at 9.30 and exercised Divisions as follows:- 1st Division, small arm target practice; 2nd Division, great guns; 3rd Division, single sticks. Powder Division, great guns. Heard seamanship instruction, 2hd period. Exercised signal class. J.H. Pearson, App 3 class, was released from confinement and made prisoner at large under medical treatment: the unexpired portion of his punishment being postponed till his physical condition admits of his reconfinement. Smooth sea. Distilling. Tested magazine flood cocks and found them in working order.

L.M.c Keown
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and warm. Light airs to light breeze from E.S.E. to E. by S. Barometer steady. Steering a course Ch 3/4 N. under same sail as preceding watch. At 2.30 hauled down all fore and aft sail except fore topmast staysail. Exercised apprentices at signals, knotting and splicing and setting up. Distilling.

J.N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear and warm. Light to gentle breeze from East at first, gradually hauling to N.E. by E. at end. Barometer rising. Smooth sea. Steering course Ch 3/4 N. under fore topmast staysail all square sail, except watches stow of mainsail, and stunsails both sides at first. At 5.05 set flying jib jib and main and mizzen topmast staysails. At 6.30 took in port stunsail and at 7.50 took in mizzen topsail. At 5.15 called all hands and exercised at reefing topsails and foresail. Distilling.

J.B. Furby
Lieutenant U.S.N.

From 8 P.M. to Meid.

Weather clear and pleasant, with light breeze from E.N.E. Barometer steady. At 8 o'clock set spanker and gaff topsail. Distilling.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-365

LOG of the UNITED STATES Ship Essex, Third Rate,

Making passage from Funchal, Madeira to Gardners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	5	57.0	W. 3/4 N.	East	2			30.36	83	82	78	83	b.c.s.w.	cum. strat.	6	L.
2	2	0	58.6	"	"	2			30.35	83	82	78	83	"	"	7	"
3	2	5	60.5	"	"	2			30.34	82	82	79	83	"	"	7	"
4	1	5	61.1	"	"	2			30.34	82	82	79	83	"	"	8	L
5	1	5	61.3	"	"	1-2			30.33	82	82	79	83	b.c.	"	7	"
6	2	1	63.4	"	"	2			30.35	82	82	79	83	"	"	7	"
7	2	3	65.0	"	"	2			30.36	83	82	79	83	"	"	7	"
8	1	8	66.8	"	NE. by E.	2			30.36	83	83	79	83	"	"	8	"
9	2	5	69.0	"	"	2			30.38	84	83	79	83	"	"	8	"
10	2	1	71.2	"	"	2			30.38	84	84	80	83	"	"	7	"
11	2	7	73.9	"	"	2			30.38	84	84	80	83	"	"	7	"
Noon.	2	9	76.5	"	NE.	3			30.38	84	84	80	83	"	cum. strat.	5	"

Position at 8 A. M.: Latitude by D. R. from Noon 23 °49'19" N.
Longitude by Observation 51 °46'41" W.

Position at noon: Latitude by observation 23 °43'35" N.
Longitude by observation 51 °57'59" W.
Latitude by D. R. 23 °48'37" N.
Longitude by D. R. 51 °58'41" W.

Course made good since preceding noon: S 80° W.

Distance made good since preceding noon: 52 miles.

Distance by Log since preceding noon: 52.7 miles.

Current per hour: 0.2 miles, set S 7° E true.

Position at 8 P. M.: Latitude by D. R. from Noon 23 °41'53" N.
Longitude by Chronometer from P.M. Observation 0 52°30'57" W.

Variation of compass: 10°00' W.

Error of compass observed at 7.58 A. M. Ships head N.W. by W 1/2 W. 12°17' W.

Deviation of compass on N.W. by W 1/2 W. 2°17' W.

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, tons, 1440 lbs.

Coal remaining on hand at noon, 145 " 480 "

P. M.																	
1	3	0	79.1	W. 3/4 N.	NE.	2			30.35	85	85	80	83	b.c.	cir. cum.	6	L
2	3	0	81.8	"	NE. by E.	2			30.34	84	85	80	83	"	"	5	"
3	3	2	82.6	"	"	2			30.34	84	85	80	83	"	cum. strat.	5	"
4	2	7	85.3	"	NE.	2			30.33	84	85	81	83	"	"	4	"
5	3	6	88.3	"	N. by E.	3			30.33	84	85	80	83	"	"	4	"
6	3	9	92.2	"	NE.	3			30.33	83	84	80	83	"	"	5	"
7	3	8	96.0	"	"	3			30.35	83	83	79	83	"	"	4	"
8	3	7	99.7	"	E. NE.	3			30.36	83	83	79	83	"	"	7	"
9	3	8	3.5	"	"	3-4			30.37	83	83	79	83	"	"	7	"
10	4	6	7.6	"	"	3-4			30.37	83	83	79	83	"	"	6	"
11	4	3	11.9	"	"	3-4			30.37	83	83	79	83	"	"	5	"
Mid.	4	2	16.1	"	"	3-4			30.36	83	83	79	83	"	"	6	"

4—265

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, August 19, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, but damp. Light breze from E. by N. to East. On course W. 3/4 N. (p.c) under all sail and starboard lower (guy) stunsail, except the weather clew of mainsail, until 1.15 when took in fore and aft sail, except fore topmast staysail. Distilling. Moon shining until about 1.45 when set Easterly swell.

R. D. Tisdale
Ens. U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light breze from East to N.E. by E. Barometer rising slowly. On course W. 3/4 N. At 7.45 set main and mizzen topmast staysails, jib and flying jib. Executed morning orders. Smooth sea. Distilling.

L. M. Nance
Ens. U.S.N.

From 8 A.M. to Midd.

Clear, pleasant and warm. Light to gentle breze from N.E. by E. to N.E. Barometer steady. Steering a course W. 3/4 N. under same sail as preceding watch. At 8.50 set spanker and gaff topsail. At 9.30 inspected at quarters and afterwards exercised as follows:- Powder Divisions, revolvers: 1st Division, single sticks: 2nd Division, small arms firing at target: 3rd Division, gunnery instruction. Inspected bags 2nd period. By order of the Commanding Officer confined D. S. Loughlan, App. 3 class, for five days solitary confinement, bread and water: offence, persistent infraction of the rules of the ship, using tobacco. Pumped bilges.

D. N. Jordan
Lieutenant U.S.N.

From Midd. to 4 P.M.

Fair and warm. Light breze from N.E. and N.E. by E. Barometer falling. Smooth sea. Steering course W. 3/4 N. under all equal sail for fore and aft sail, except weather clew of mainsail. At 3.55 took in starboard stunsail. Apprentices engaged mending clothes. At 3.30 exercised apprentices at gymnastics. Stopped distilling at 2.30 and allowed fires to die out.

J. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather fair, clouding up during middle of watch. Gentle breze from N. by E. drawing to E.N.E. Barometer rising. At 5.30 exercised at reefing topsails. Steering a course.

W. B. Whinery
Lieutenant U.S.N.

From 8 P.M. to Midd.

Clear to fair and pleasant. Clouds from the Ed. Moderate and gentle breze from E.N.E. On course W. 3/4 N. (p.c.). At 8.40 set the starboard (guy) stunsail. Bright moonlight.

R. D. Tisdale
Ens. U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-388

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.															cum-		
1	4	0	18.8	W 3/4 N.	E. NE.	3-4			30.34	82	83	80	83	b.c.w.	strat-cumb	6	S.
2	4	3	23.1	"	"	4			30.32	83	83	80	83	"	"	5	"
3	4	2	27.3	"	East	4			30.31	83	83	80	83	"	"	5	"
4	4	0	31.3	"	"	4			30.30	83	83	79	83	b.c.d.	"	5	"
5	3	1	34.4	"	E. by S.	3			30.30	82	82	79	83	b.c.	"	6	"
6	3	8	38.2	"	"	3			30.31	82	82	79	83	"	"	6	"
7	3	9	42.1	"	"	3			30.32	82	82	78	83	"	cum.	7	"
8	3	8	45.9	"	"	3			30.32	83	83	78	83	"	"	8	"
9	3	5	49.4	"	"	3			30.33	84	84	80	83	"	"	7	"
10	3	2	52.6	"	"	3			30.33	84	85	80	83	"	"	7	"
11	3	1	55.7	"	"	3			30.33	86	86	82	83	"	"	7	"
Noon.	2	7	58.4	"	"	3			30.33	86	87	82	83	"	"	8	"

Position at 8 A. M. { Latitude by D. R. from Noon 23 ° 39 ' 41 " N.
Longitude by Observation 0 53 ° 23 ' 04 " W.

Position at noon: { Latitude by observation 23 ° 40 ' 11 " N.
Longitude by observation 53 ° 35 ' 34 " W.
Latitude by D. R. 23 ° 39 ' 05 " N.
Longitude by D. R. 53 ° 32 ' 53 " W.

Course made good since preceding noon: S 88 ° W.

Distance made good since preceding noon: 89. miles.

Distance by Log since preceding noon: 86.8 miles.

Current per hour: 1/8 miles, set N 66 ° W. true.

Position at 8 P. M. { Latitude by D. R. from Noon 23 ° 40' 05" N.
Longitude by Chronometer from P. M. Observation 0 53 ° 58' 12 " W.

Variation of compass: 9 ° 00' W.

Error of compass observed at 7.50 A. M. Pluje head W. 7/8 S. 11 ° 17' W.

Deviation of compass on W 5/8 S. 2 ° 17' W.

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2200 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at noon, 144 " 2080 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	2	2	60.6	W 3/4 N.													
2	0	3	60.9	W. by N.	East	2			30.29	88	89	83	83	b.c.	cum.	8	S.
3	2	1	63.0	"	"	2			30.27	86	89	82	83	"	"	7	"
4	2	1	65.1	"	E. by S.	2			30.27	85	89	82	83	"	"	6	"
5	2	4	67.5	"	"	2			30.27	85	85	80	83	"	"	5	"
6	2	0	69.2	"	"	2			30.27	84	86	80	83	"	cir. cum.	5	"
7	2	0	70.5	"	East	2			30.27	84	85	80	83	"	"	5	"
8	2	2	72.2	"	"	2			30.27	84	85	80	83	b.c.w.	"	5	"
9	2	2	74.4	"	"	2-3			30.29	84	84	79	83	"	"	6	"
10	2	8	76.6	"	"	3			30.31	83	83	78	83	"	"	7	"
11	3	0	79.1	"	E. by N.	3			30.31	83	83	78	83	"	"	7	"
Mid.	3	2	81.7	"	"	3			30.31	83	82	78	83	"	"	6	"
	2	7	84.1	"	"	3			30.31	83	82	78	83	"	"	5	"

4—265

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, August 20, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Moderate breze from E.N.E. to East. Falling barometer. Light drizzle near end of watch. On course N. 3/4 N. No change in sail. Smooth sea.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant, with light passing shower first part of watch. Moderate to gentle breze shifting from East to S.E., then back to E. by S. first hour of watch and remaining steady from that direction. Barometer rising then steady. Steering a course N. 3/4 N. under all sail except spanker and port lower stunsail. At 4.15 took in main and mizzen topmast staysails and hauled down jib and flying jib.

J. N. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meid.

Clear and warm. Gentle breze from E. by S. Barometer rose slightly at first then steady. Steering course N. 3/4 N. under fore topmast staysail, all square sail and stunsails both sides. At 9.30 mustered and inspected at quarters, drilled First Division, infantry and small arms instruction: 2nd infantry: 3rd gunnery instruction: Pander, cutlass sticks. Inspected and aired bedding. Exercised signal class.

J. B. Luby
Lieutenant U.S.N.

From Meid. to 4 P.M.

Weather clear and pleasant, with light breze from East and E. by S. Barometer falling. At 1.30 exercised signal class, and apprentices of 2nd Division, instructed in compass. At 12.50 changed course, by order of Commanding Officer to N. by W. patent log 60.6

W. B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and warm to pleasant. Light breze from East. On course N. by W. (pc) At 5.10 exercised crew at reefing topsails and forecastle, furling light sails making sail again as before. At 6, mast head lookout reported a sail, two points on port bow standing to S.E.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid

Clear and pleasant. Gentle breze from East to E. by N. Steady barometer. On course N. by W. At 8.10 hauled down mizzen topmast staysail and at 9.45 set main and mizzen topmast staysails. Smooth sea.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

Rogers A. Galt
Lieutenant U.S.N. Navigator.

4-888

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	8	86.8	W. by N.	E. by N.	2			30.29	82	82	78	83	b.c.	cum.	6	L.
2	2	8	89.5	"	"	2			30.28	82	82	78	83	"	"	8	"
3	2	4	92.3	"	"	2			30.26	82	82	78	83	"	"	8	"
4	2	8	95.2	"	"	2			30.25	82	82	78	83	"	"	8	"
5	2	5	97.7	"	East	2			30.25	82	82	78	83	"	"	6	"
6	2	6	100.3	"	E. by S.	2			30.26	82	82	78	83	"	"	7	"
7	2	5	26	"	"	2			30.26	83	82	79	83	"	"	8	"
8	2	5	5.1	"	"	2			30.27	84	83	79	83	"	Cir. cum.	8	"
9	2	1	7.2	"	"	2			30.29	84	83	79	83	"	"	5	"
10	1	0	8.2	"	"	1-2			30.30	85	85	81	83	"	"	7	"
11	1	0	8.7	"	"	1			30.30	86	86	82	83	"	"	8	"
Noon.	1	0	9.0	"	"	1			30.29	87	87	82	84	"	cum. strat.	6	"

Position at 8 A. M. { Latitude by D. R. from Noon: 23° 40' 05" N.
Longitude by Observations: 54° 23' 17" W.

Position at noon: { Latitude by observation: 23° 42' 28" N.
Longitude by observation: 54° 29' 08" W.
Latitude by D. R.: 23° 40' 05" N.
Longitude by D. R.: 54° 35' 06" W.

Course made good since preceding noon: N 88° W.

Distance made good since preceding noon: 48 miles.

Distance by Log since preceding noon: 55 miles.

Current per hour: 0.29 miles, set S 71° E. true.

Position at 8 P. M. { Latitude by D. R. from Noon: 23° 42' 28" N.
Longitude by Chronometer from P.M. Observations: 54° 55' 24" W.

Variation of compass: 8° 20' W.

Error of compass observed at 5.18 P.M. Ships head W. 3/4 W.

Deviation of compass on W. 3/4 W. 1° 30' W.

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1700 "

Coal consumed during the preceding 24 hours, tons, ____ lbs.

Coal remaining on hand at noon, 144 " 2080 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	0	5	Hauled in	W. by N.	E. by S.	1			30.27	88	88	82	84	b.c.	cum. numb. strat.	7	L.
2	0	5	"	"	"	1			30.27	87	88	82	84	"	"	6	"
3	2	3	11.0	"	N.E.	2			30.26	84	84	79	84	"	"	6	"
4	2	8	13.8	"	East	3			30.26	84	84	79	84	"	"	6	"
5	3	4	17.2	"	"	3			30.26	84	84	79	84	"	"	7	"
6	3	0	20.0	"	E. by S.	3			30.26	83	84	79	84	"	"	5	"
7	3	0	23.0	"	"	3			30.27	84	84	79	84	"	"	4	"
8	3	0	26.0	"	"	2-3			30.27	83	83	79	84	"	"	5	"
9	3	4	29.4	"	"	3			30.29	83	83	79	84	b.c.w.	"	5	"
10	3	2	32.6	"	"	3			30.30	83	83	79	84	"	"	4	"
11	3	4	36.0	"	E. S.E.	3			30.30	83	83	79	84	"	"	4	"
Mid.	2	7	38.7	"	"	3			30.31	83	83	79	84	"	"	5	"

under the command of Commander E. T. Strong, U. S. Navy,

Friday, August 21, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light breeze from E by N. Barometer falling. Steering a course W. by N. under all square sail to royals, staysails and lower stunsails.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and warm. Light breeze from East and E by S. Barometer rising slowly. Smooth sea. Steering course W. by N. Under all square sail staysails and stunsails both sides. At 6.50 took in main and mizzen topmast staysails. Carried out morning orders. By order of the Commanding Officer, R. E. Abrahamson (A.3.c) was confined to the quarter deck for one day from 7 A.M. to hammocks in the evening, on bread and water: offence, answering back in ranks. By the same authority C. Brady (A.3.c) was confined to the quarter deck for 2 days from 7 A.M. to hammocks in the evening on bread and water: offence, disrespect to the Officer of the deck.

J. C. Gatley
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather fair and warm, with light airs from E by S. Barometer steady. At 9.30 mustered crew at quarters and exercised at general quarters, all Divisions reported ready in 1 minute, 40 seconds. At 10.20 exercised at fire quarters, getting up preventers and providing bolts for abandoning ship.

W. B. Whittlesey
Lieutenant U. S. N.

From Merid. to 4 P.M.

Fair and warm. Light airs from E. by S. and light to gentle breeze from N.E. to East. At 2.30 set all fore and aft sail, except the main topsail and at 2.45 took in the port lower stunsail. On course W. by N. (p.c.) Exercised a Division of Apprentices at signals. Put over patent log at 2.26, reading 9.0.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 P.M.

Fair and warm. Gentle breeze from East to E. by S. Barometer rising slowly. On course W. by N. At 5.30 took in all fore and aft sail except fore topmast staysail and set port lower stunsail. At 6.15 set mizzen topsail. By order of Commanding Officer, Boyd, J. P. (A.3.c) was placed in double irons for five days for insubordination. Smooth sea.

L. McNamee
Ensign U. S. N.

From 8 P.M. to Mrid.

Clear and pleasant. Bright moonlight. Heavy dew. Gentle breeze from E. by S. to E.SE. Barometer rising then steady. Long swell from SE. Steering a course W. by N. No change of sail.

J. N. Jordan.
Lieutenant U. S. N.

Examined and found to be correct.

Royce N. Galt
Lieutenant U. S. N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.															cum.		
1	3	5	41.6	W by N	East	3			30.28	83	82	79	84	b.c. cr.	strat-cumb	6	S
2	3	3	44.4	"	E by S	3			30.28	83	82	78	84	"	"	6	"
3	3	1	47.5	"	"	3			30.28	83	82	78	84	"	"	6	"
4	3	0	50.3	"	"	3			30.28	83	82	78	84	"	"	8	"
5	3	2	53.5	"	"	3			30.27	82	82	78	84	b.c.	"	8	"
6	4	4	57.9	"	"	2-4			30.28	82	82	78	84	"	"	6	"
7	1	5	59.4	"	"	2			30.30	82	83	80	84	"	cum.	8	"
8	1	6	61.0	"	"	2			30.31	83	83	80	84	"	"	8	"
9	2	8	63.8	"	"	2			30.32	83	84	80	84	"	"	7	"
10	3	3	67.1	"	"	3			30.33	84	84	81	84	"	"	8	"
11	2	6	69.7	"	"	2			30.33	86	85	81	84	"	"	6	"
Noon.	2	4	72.1	"	"	2			30.33	86	86	82	84	"	"	6	"

Position at 8 A. M. { Latitude by D. R. from Noon: 23° 42' 28" N.
Longitude by Observation: 55° 36' 57" W.

Position at noon: { Latitude by observation: 23° 41' 08" N
Longitude by observation: 55° 48' 23" W.
Latitude by D. R.: 23° 42' 16" N.
Longitude by D. R.: 55° 41' 09" W.

Course made good since preceding noon: S 89° W.

Distance made good since preceding noon: 72 miles.

Distance by Log since preceding noon: 69.9 miles.

Current per hour: .14 miles, set S 80° W. true.

Position at 8 P. M. { Latitude by D. R. from Noon: 23° 44' 26" N.
Longitude by Chronometer from P.M. Observations: 56° 12' 27" W.

Variation of compass: 8° 00' W.

Error of compass observed at 7 50 A. M. Ships head N W. by W 1/2 W. 9° 50' W.

Deviation of compass on N W. by W 1/2 W. 1° 50' W.

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1250 "

Coal consumed during the preceding 24 hours, tons, 640 lbs.

Coal remaining on hand at noon, 144 " 1440 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	2	2	72.6	W by N	E by S	2			30.31	88	88	82	84	b.c.	cum-cumb	4	S
2	2	2	73.6	"	East	2			30.31	87	87	81	84	"	cum.	5	"
3	1	9	74.5	W N W	E by N	3			30.31	85	85	79	84	"	"	5	"
4	3	1	77.3	"	E N E	3			30.30	84	84	79	84	"	"	5	"
5	2	5	79.6	"	"	2			30.30	84	84	78	84	"	"	6	"
6	2	7	82.0	"	"	2			30.30	83	83	78	84	"	"	6	"
7	3	3	84.7	"	"	3			30.32	83	83	78	84	"	"	7	"
8	3	0	87.7	"	"	3			30.34	83	82	77	84	"	"	8	"
9	2	8	90.5	"	N E	2			30.35	83	82	76	84	"	"	7	"
10	2	7	92.7	"	N E by E	2			30.35	83	82	76	84	"	"	8	"
11	3	0	95.2	"	"	2-3			30.35	83	82	77	84	"	"	8	"
Mid.	2	6	97.8	"	"	2			30.35	83	82	77	84	"	"	7	"

4—955

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, August 22, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and warm, bright moonlight, heavy dew. Gentle breze from East and E. by S. Barometer fell slightly at first, then steady. Smooth sea. Steering course N. by W. under fore topmast staysail, all square sails and stunsails both sides.

J. B. Luby
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather fair, with light to moderate breze for short intervals from E. by S. Barometer rising. U. Brady (A.B.) was reconfined to quarter deck in accordance with order as entered in yesterdays log. By order of the Commanding Officer, the following apprentices 3rd class, were confined to the quarter deck from 7 A.M. to hammocks, in irons and water for the number of days set opposite their names, for persistent infraction of the rules of the ship, using tobacco: L. B. Rudd, 3 days; W. A. Sullivan 2 days; W. E. Dwight 1 day; C. J. White 1 day; W. G. Sturdevant 4 days; and F. A. Belle 5 days.

W. S. Whiteley
Lieutenant U. S. N.

From 8 A.M. to Merid.

Clear to fair and warm. Gentle and light breze from E. by S. On course N. by W. (p.c.). No change in sail. Noted sea word.

R. R. Tindale
Ensign U. S. N.

From Merid to 4 P.M.

Clear and warm, rain squalls on horizon to S'd. Light to gentle breze from E. by S. backing to N.E. by E. At 2.20 set mizzen topmast staysail and at 2.30 reinarmed fore and aft sail, except gaff topsail. At 2.40 by order of Commanding Officer changed course to N.N.W. took in port stunsail and mizzen topsail and set gaff topsail.

L. McNamee
Ensign U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light to gentle breze from E.N.E. Smooth sea. Steering a course N.N.W. No change of sail.

J. N. Jordan
Lieutenant U. S. N.

From 8 P.M. to Midt.

Clear and warm, bright moonlight. Light to gentle breze from N.E. and N.E. by E. Barometer rose slightly first hour, then steady. Smooth sea. Steering course N.N.W. under all sail except main topsail and port stunsail. At 8.45 took in starboard stunsail.

J. B. Luby
Lieutenant U. S. N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U. S. N. Navigator.

4-895

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira, to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	2	7	100.5	W.NW.	East	3			30.33	83	83	79	84	b.c.w.	cum.nimb.	3	S.
2	3	0	3.5	"	"	3			30.33	83	83	79	84	"	"	4	"
3	2	8	6.3	"	"	3			30.32	83	83	79	83	"	"	4	"
4	3	0	9.3	"	"	3			30.31	83	83	78	83	"	"	4	"
5	3	0	12.3	"	"	3			30.30	83	83	78	83	"	"	5	"
6	3	2	15.5	"	"	3			30.31	83	83	78	83	b.c.	cir. cum.	7	"
7	3	0	18.5	"	"	3			30.31	83	83	78	83	"	"	8	"
8	3	0	21.5	"	"	3			30.31	84	83	79	83	"	"	8	"
9	3	1	24.2	"	"	3			30.34	84	84	79	83	"	"	7	"
10	3	2	27.4	"	"	3			30.33	84	84	79	83	"	"	7	"
11	3	6	30.4	"	"	3			30.32	85	85	80	83	"	"	7	"
Noon.	2	8	33.2	"	"	3			30.31	86	86	80	84	"	"	7	"

Position at 8 A. M.: Latitude by D.R. from Noon — 23 ° 52 '38 "N.
Longitude by Observation — 56 ° 49 '42 "W.

Position at noon: Latitude by observation — 23 °53 '04 "N.
Longitude by observation — 57 ° 02' 31 "W.
Latitude by D. R. — 23 °54 ' 14 "N.
Longitude by D. R. — 57 °01 '39 "W.

Course made good since preceding noon: N 80° W.

Distance made good since preceding noon: 68 miles.

Distance by Log since preceding noon: 68.7 miles.

Current per hour: .06 miles, set S 38° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon — 23 ° 57' 52 "N.
Longitude by Chronometer from P.M. Observation ⊙ — 57° 30' 42 "W.

Variation of compass: 7° 30' W.

Error of compass observed at 7 40 A.M. Ships head W.NW. 9° 15' W.

Deviation of compass on W. NW. 1° 45' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 880 "

Coal consumed during the preceding 24 hours, tons, — lbs.

Coal remaining on hand at noon, 144 " 1440 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	2	5	35.5	W.NW.	East	2			30.29	86	86	80	84	b.c.	cir. cum.	5	S.
2	2	5	37.9	"	"	2			30.27	86	86	80	84	"	"	6	"
3	2	5	40.0	"	"	2			30.27	85	85	80	84	"	"	5	"
4	2	8	42.8	"	E.NE.	2-3			30.26	84	84	80	84	"	"	6	"
5	3	0	45.7	"	NE. by E.	3			30.26	84	84	79	84	"	"	5	"
6	3	1	48.8	"	NE	3			30.26	84	84	79	84	"	"	4	"
7	3	2	52.0	"	"	3			30.27	84	84	79	84	b.c.w.	"	4	"
8	3	5	55.5	"	"	3			30.28	84	84	79	84	"	"	5	"
9	3	4	58.9	"	"	3			30.30	84	84	79	84	"	cum.nimb.	6	"
10	3	3	62.2	"	"	3			30.30	84	83	79	84	"	"	5	"
11	3	5	65.7	"	East	3			30.30	84	83	78	84	"	"	4	"
Mid.	3	1	68.8	"	"	3			30.29	84	83	78	84	"	"	5	"

4—200

under the command of Commander E. T. Strong, U. S. Navy,

Sunday, August 23, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather fair and pleasant, with gentle breze from East. Barometer falling slowly. There was a partial eclipse of the moon. Ship under all sail except stunsails, steering a course.

W. B. Whiteley
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and warm. Gentle breze from East. On course N.N.W. (p.c.) At 7.45 took in main topmast staysail jib and flying jib. Shadow of earth on moon disappeared at 4.45. By order of Commanding Officer, following apprentices 3d class were placed on the quarter deck on bread and water from 7 A.M. to evening hammocks: Bolle, D. A.; Thrasher, A. G.; Rudd, E. B.; and Sullivan, C. A., as previously logged, and Shettleger, A. E. for one day; Kelly, P. D. for three days and Reynolds, C. E. two days, offence, persistent infraction of ships rules, using tobacco.

R. B. Tindale
Ensign U. S. N.

From 8 A.M. to Meridian.

Clear and warm. Gentle Easterly breze. Barometer falling slowly. On course N. 1/4 W. At 8.10 set starboard stunsail. Had quarters at 9.30 Commanding Officer inspected ship and crew. Had Divine Service. Smooth sea.

L. M. Hamer
Ensign U. S. N.

From Meridian to 4 P.M.

Clear and pleasant. Light to gentle breze from East to E.N.E. Barometer falling. Smooth sea. Steering a course N.N.W. under same sail as preceding watch. At 3.30 set main topmast staysail, jib and flying jib.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and warm. Gentle breze from N.E. by E. and N.E. Barometer rising. Smooth sea. Steering course N.N.W. under all sail except main topsail and port stunsail. At 4.40 took in starboard stunsail. By order of the Commanding Officer, P. D. Kelly (A. S.) was released from the remainder of his punishment of confinement on the quarter deck on bread and water.

J. H. Luby
Lieutenant U. S. N.

From 8 P.M. to Midnight.

Weather fair. Gentle breze from N.E. to East. Barometer steady. At 10.30 took in jib, flying jib, and main topmast staysail and set starboard lower stunsail.

W. B. Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U. S. N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Glass.	State of the Sea.
A. M.																	
1	2	6	71.4	W.N.W.	East	2			30.28	84	83	78	84	b.c.	beam	6	3
2	2	3	73.7	"	E by S.	2			30.26	83	83	78	84	"	"	5	"
3	2	0	75.2	"	"	2			30.25	83	83	78	84	"	"	5	"
4	1	0	75.3	"	"	1			30.24	83	83	78	84	"	"	5	"
5	1	0	75.4	"	"	1			30.23	83	83	78	84	"	"	6	"
6	1	5	75.4	"	"	1			30.24	83	83	78	84	"	"	5	"
7	1	0	75.5	"	"	1			30.24	84	83	79	84	"	"	5	"
8	1	3	75.6	"	E.S.E.	1			30.24	84	84	79	84	"	"	6	"
9	1	4	Hauled in	"	"	1			30.24	85	85	79	84	"	"	6	"
10	1	0	"	"	"	0-1			30.25	85	85	80	84	"	"	6	"
11	0	7	"	"	"	0-1			30.24	86	87	82	84	"	"	5	"
Noon.	0	6	"	"	N.N.E.	0-1			30.24	86	87	82	84	"	"	5	"

Position at 8 A. M.: Latitude by D.R. from Noon 24° 04' 04" N.
Longitude by Observation 58° 01' 15" W.

Position at noon: Latitude by observation 24° 04' 06" N.
Longitude by observation 58° 05' 09" W.
Latitude by D. R. 24° 04' 58" N.
Longitude by D. R. 57° 58' 53" W.

Course made good since preceding noon: N. 79° W.

Distance made good since preceding noon: 58 miles.

Distance by Log since preceding noon: 52.8 miles.

Current per hour: 1/4 miles, set N 70° W. true.

Position at 8 P. M.: Latitude by D.R. from Noon 24° 04' 48" N.
Longitude by Chronometer from P.M. Observation 58° 09' 30" W.

Variation of compass: 7° 00' W.

Error of compass observed at 7.50 A.M. Pluies head W.N.W. 1/8 W. 9° 52' W.

Deviation of compass on W.N.W. 1/8 W. 1° 52' W.

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 400 "

Coal consumed during the preceding 24 hours, tons. 2000 lbs.

Coal remaining on hand at noon, 143 " 2180 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Glass.	State of the Sea.
P. M.																	
1	0	9	Hauled in	W.N.W.	E.N.E.	1-0			30.22	86	88	81	84	b.c.	cum.	5	
2	0	9	"	"	"	1-0			30.21	86	88	81	84	"	"	6	
3	0	8	"	"	"	1-0			30.19	88	87	81	84	"	"	6	
4	0	7	"	"	"	1-0			30.18	87	87	80	84	"	"	6	
5	0	0	"	No steerageway	Calm	0			30.18	87	89	80	84	"	cir. cum.	5	
6	0	0	"	"	"	0			30.18	87	89	82	84	"	"	7	
7	0	0	"	"	"	0			30.19	86	86	80	84	"	"	8	
8	0	0	"	"	"	0			30.21	86	86	80	84	"	"	7	
9	0	1	"	W.N.W.	Variable	0-1			30.21	86	86	80	84	"	"	6	
10	6	0	"	No steerageway	Calm	0			30.22	86	86	80	84	"	"	6	
11	0	2	"	W.N.W.	Variable	0-1			30.22	85	84	79	84	"	"	5	
Mid.	0	5	"	"	S.E.	0-2			30.21	84	84	79	84	"	Cum. cirrus	5	

4—265

under the command of Commander E. T. Strong, U. S. Navy,

Monday, August 24, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear to fair and pleasant. Light breeze from East and E. by S. to light airs. Ow course N. N W (pc) under all square sail for topmast staysail, and starboard (jib) stunsail, taking in the main topmast staysail, gaff topsail and spanker at 1.30. Bright moonlight.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 A.M.

Fair and warm. Light airs from E. by S. to E. S E. Ow course N. N W. No change in sail till 7.30, when set port stunsail. A small water spout was sighted on point on starboard bow and lasted about ½ hour. Hauled in patent log at 7.30 reading 75.6. Smooth sea. Recompused on quarter deck on board and water at all hands. Bolle, J. A.: Thibadin, N. G.: Rudd, L. B. and Reynolds, C. W. Apprentices 3 class, for persistent infraction of the rules of the ship, using tobacco.

L. M. Nance
Ensign U. S. N.

From 8 A.M. to Meid.

Clear and warm. Calm and light airs from E. S E. to N. N E. Barometer steady. Smooth sea. At 9.30 mustered at quarters and afterwards exercised, Powder Divisions, small arms target firing: 1st Division, great guns: 2nd Division, aiming drill: 3rd Division, gunnery instruction. Steering a course N. N W. under same sail as preceding watch. At 8.45 hauled up starboard clew of mainsail. At 11.15 took in both lower stunsails, shook up for topgallant sail, set jib and flying jib. Shifted for topsail and set topsail and fore topgallant sail. By order of the Commanding Officer confined D. D. Kelly (Appr. 3 class) in double irons for 7 days for persistent infraction of the rules of the ship and chewing tobacco on quarter deck when under punishment for using tobacco. By same authority released from confinement D. G. Lughan (Appr. 3 class), expiration of sentence of confinement. At 8.30 started fires under boiler A. for distilling purposes. Engaged in breaking out Paymasters store room. Commenced distilling.

J. N. Jordan
Lieutenant U. S. N.

From Meid. to 4 P.M.

Fair and warm. Calm to light airs from E. N E. Barometer falling. Smooth sea. Steering course N. N W. under all sail except starboard clew of mainsail, main topsail and stunsails at beginning and end. Shifted jib, foresail and main topsail. By order of the Commanding Officer confined J. H. Barney (A. S. C.) for one day in solitary confinement on bread and water: officer discrepect to a chief Petty Officer. Restored Paymasters store room. Commenced distilling.

J. Luby
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear and calm. Barometer steady. Ow steerageway. Distilling.

W. S. W. Ruehling
Lieutenant U. S. N.

From 8 P.M. to Mid.

Clear to fair and pleasant. Calm greater part of watch, light airs variable between East and S. E. to light breeze last half hour from S E. Ow course N. N W (pc) when steerageway. No change in sail. Bright moonlight. Distilling.

Examined and found to be correct.

R. D. Tisdale
Ensign U. S. N.
Navigator

Rogers N. Galt
Lieutenant U. S. N.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	1	5	Heaved	W. N W.	S. by E	1			30.19	84	84	79	84	b.c.	cum.	7	S
2	1	5	"	"	"	1			30.18	83	83	78	84	"	"	7	"
3	1	3	"	"	"	1			30.17	83	83	78	84	"	"	7	"
4	1	3	"	"	"	1			30.17	83	83	78	84	"	"	7	"
5	1	0	"	"	South	1			30.17	83	83	78	84	"	"	7	"
6	1	2	"	"	"	1			30.19	83	83	78	84	"	"	7	"
7	1	0	"	"	"	1			30.21	83	83	78	84	"	"	8	"
8	1	0	"	"	S. S E.	1			30.21	84	84	79	84	"	"	8	"
9	1	0	"	"	"	1			30.23	84	84	79	84	"	"	7	"
10	1	5	"	"	"	2			30.23	84	84	79	84	"	"	6	"
11	1	6	"	"	South	2			30.24	84	85	80	84	"	"	6	"
Noon.	1	5	"	"	S. by W.	2			30.24	84	86	80	84	"	"	8	"

Position at 8 A. M.: Latitude by D. R. from Noon — 24° 07' 06" N.
Longitude by Observation ⊙ — 58° 20' 32" W.

Position at noon: Latitude by observation — 24° 10' 18" N.
Longitude by observation — 58° 24' 49" W.
Latitude by D. R. — 24° 08' 30" N.
Longitude by D. R. — 58° 25' 57" W.

Course made good since preceding noon: N 71° W.

Distance made good since preceding noon: 19 miles.

Distance by Log since preceding noon: 19.5 miles.

Current per hour: 1/2 miles, set N 34° E. true.

Position at 8 P. M.: Latitude by D. R. from Noon — 24° 13' 12" N.
Longitude by Chronometer from P.M. Observation ⊙ — 58° 32' 31" W.

Variation of compass: 6° 40' W.

Error of compass observed at 7 45 a M. Phipps head W. N W. 8° 41' W.

Deviation of compass on W. N W. 2° 01' W.

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 950 "

Water remaining on hand fit for use at noon, 900 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 142 " 900 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	1	4	Hauled in	N W. by W.	S W.	1-2			30.24	87	88	82	84	b.c.	cum. stat	5	S
2	0	8	"	N W.	Variable	0-1			30.23	88	89	83	84	"	"	5	"
3	1	6	"	N W. by W.	S. S E.	1-2			30.23	88	89	83	85	"	"	5	"
4	1	3	"	"	"	1-2			30.23	90	89	83	85	"	cumst	5	"
5	0	5	"	"	"	0-1			30.23	90	88	81	85	"	"	5	"
6	0	5	"	"	"	0-1			30.23	88	87	81	85	"	"	6	"
7	0	5	"	"	"	0-1			30.25	86	86	80	85	"	"	6	"
8	0	5	"	"	S E. by E	0-1			30.26	86	85	79	85	"	"	6	"
9	0	6	"	"	"	1			30.28	86	85	79	85	"	"	7	"
10	0	7	"	"	"	1			30.28	85	85	79	85	"	"	8	"
11	0	7	"	"	"	1			30.28	84	84	79	85	"	"	9	"
Mid.	0	7	"	"	S. S E.	1			30.28	84	83	79	85	"	"	9	"

4—20

under the command of Commander E T Strong, U. S. Navy,

Tuesday, August 25, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light airs from S. by E. Barometer falling slowly. On course N.N.W. At 12.30 set jib, flying jib, main and mizzen topmast staysails, and lee clew of mainsail. Distilling. Smooth sea. Bright moonlight.

L. McNamee
Ensign U. S. N.

From 4 to 8 A.M.

Clear and pleasant. Light airs from S. by E. to South. Barometer rising. Smooth sea. Steering a course N.N.W. No change of sail. At 7 A.M. confined F. A. Bolle (App 3 class) and W. G. Shoredes (App 3 class) on quarter deck in accordance with punishment ordered by Commanding Officer, for offence previously logged. Distilling.

D. N. Jordan
Lieutenant U. S. N.

From 8 A.M. to Merid.

Fair to clear and warm. Light airs to light breze from S.S.E. hauling to South and S. by W. at end. Barometer rising. Smooth sea. Steering course N.N.W. under all sail except studsails, main topsail, spanker, gaff topsail and port clew of mainsail. At 10.40 set spanker and gaff topsail. At 9.30 mustered and inspected at quarters: Drilled First Division, infantry and small arms instruction: 2nd. infantry: 3rd. pistol instruction and Powder gunnery instruction. All apprentice Divisions, seamanship second period. Exercised signal class. Distilling. Tested magazine flood cocks and found them in working order.

J. B. Luby
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather fair. Calm to light breze from S.S.E. Barometer steady. At 1 o'clock changed course to N.N.W. by W. by order of Commanding Officer. Distilling. Exercised signal class and instructed the remainder of watch in the compass and lead. By order of Commanding Officer J. B. Barney App 3 Class, was released from confinement, his term having expired.

W. B. Whittlesey
Lieutenant U. S. N.

From 4 to 8 P.M.

Fair and warm. Light airs from S.S.E. to S.E. by E. Course N.N. by W. Barely steerageway. At 5.15 exercised crew at clewlines and making sail. At 6. took in gaff topsail and spanker, and at 7.40 the main and mizzen topmast staysails, jib, flying jib and starboard clew of mainsail. Moon rose at 7.40. Distilling.

R. D. Tisdale
Ensign U. S. N.

From 8 P.M. to Midt.

Clear and pleasant. Light airs from S.E. by E. to S.S.E. Steady barometer. On course N.N. by W. No change in sail. Smooth sea. Distilling.

L. McNamee
Ensign U. S. N.

Examined and found to be correct.

Rogers McCalla
Lieutenant U. S. N. Navigator.

4-886

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardeners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	1	2	Hauled in	N W. by W.	Sath	0-1			30.28	84	83	79	84	b.c.s.w.	cumulus	7	S
2	1	8	"	"	S.S.E.	1-2			30.28	84	83	78	84	"	"	6	"
3	1	6	"	"	"	1-2			30.29	84	83	78	84	"	"	6	"
4	1	5	"	"	S.E. by E.	1-2			30.29	84	83	78	84	"	"	5	"
5	1	8	"	"	"	2			30.26	84	83	78	84	b.c.	"	6	"
6	2	1	75.6	"	"	2			30.27	84	83	78	84	"	"	6	"
7	2	0	76.7	"	"	2			30.30	84	83	78	84	"	"	7	"
8	1	5	Hauled in	"	"	1-2			30.30	85	84	79	84	"	"	7	"
9	1	3	"	"	"	1			30.30	85	85	80	84	"	"	7	"
10	1	5	"	"	"	1			30.30	86	86	81	84	"	"	6	"
11	2	0	76.8	"	"	2			30.31	86	86	81	84	"	"	5	"
Noon.	2	0	78.1	"	"	2			30.32	87	88	82	84	"	"	5	"

Position at 8 A. M.: Latitude by D. R. from Noon 24° 15' 42" N.
Longitude by Observation ⊙ 68° 44' 41" W.

Position at noon: Latitude by observation 24° 17' 35" N.
Longitude by observation 58° 51' 29" W.
Latitude by D. R. 24° 22' 30" N.
Longitude by D. R. 58° 54' 35" W.

Course made good since preceding noon: N 74° W.

Distance made good since preceding noon: 25 miles.

Distance by Log since preceding noon: 30.1 miles.

Current per hour: .2 miles, set S 53° E. true.

Position at 8 P. M.: Latitude by D. R. from Noon 24° 28' 50" N.
Longitude by Chronometer from P.M. Observations ⊙ 59° 07' 42" W.

Variation of compass: 6° 50' W.

Error of compass observed at 7 44 a M. Shipes head, N W. by W. 9° 52' W.

Deviation of compass on N W. by W. 2° 02' W.

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 1350 "

Coal consumed during the preceding 24 hours, 1 tons. 1280 lbs.

Coal remaining on hand at noon, 140 " 1860 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	1	0	Hauled in	N W. by W.	S.E. by E.	1			30.31	90	90	83	84	b.c.	cum.	4	S
2	1	5	"	"	"	1-2			30.30	90	90	83	84	"	"	6	"
3	1	5	.	N W 1/2 N.	"	1-2			30.28	90	90	83	84	"	"	6	"
4	1	5	"	"	"	1-2			30.28	90	89	82	84	"	cum nimb	6	"
5	2	8	"	"	"	2			30.28	90	89	82	84	"	"	5	"
6	3	8	80.5	"	"	3			30.28	90	89	82	84	"	"	4	"
7	3	0	83.0	"	"	3			30.29	86	87	80	84	"	"	4	"
8	3	4	85.6	"	"	3			30.29	85	85	79	84	b.o.l.	"	5	"
9	2	4	88.0	"	"	2			30.29	85	84	78	84	b.o.w.	"	7	"
10	2	0	89.8	"	E. S.E.	2			30.30	84	84	78	84	"	"	8	"
11	3	0	91.3	"	East	2-3			30.31	84	83	78	84	"	"	8	"
Mid.	3	6	93.7	"	E. S.E.	2-3			30.31	84	83	78	84	"	"	8	"

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, August 26, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light airs to light breeze from South to S.E. by E. Barometer rising very slowly. Steering a course N.W. by W. under square sail to royals except mainsail. At 1 set foot lower studsail and starboard clew of mainsail. At 3.45 set starboard lower studsail. Distilling.

J. V. Jordan,
2d Lieutenant U.S.M.C.

From 4 to 8 A.M.

Fair to clear and warm. Light airs to light breeze from S.E. by E. Barometer falling at first then rising. Smooth sea. Steering course N.W. by W. under foretopsail staysail, studsails both sides and all square sail except foot clew of mainsail and mizzen topsail. At 4.30 set mizzen topsail. Carried out morning orders. By order of the Commanding Officer P.A. Bills, App. 3 Class was confined on the quarter deck, from 7 A.M. to hammocks in the morning in accordance with previous entry in the log.

J. B. Luby
1st Lieutenant U.S.M.C.

From 8 A.M. to Mid.

Weather fair. Light airs to breeze from S.E. by E. Barometer rising. At 9.30 mustered at quarters and exercised Divisions as follows. Powder at revolver practice: Pistol at great guns: Pistol at pistols and Pistol at great guns. Had bag inspection during 2nd period. At 10.30 took in starboard clew of mainsail. Distilling.

W. B. Whittlesey
2d Lieutenant U.S.M.C.

From Mid. to 4 P.M.

Fair and hot. Light airs and breezes from S.E. by E. On course N.W. by W. until 3, when changed to N.W. ½ N. (p.c.) by order of Commanding Officer. No change in sail. Distilling. Fifty pulls.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Fair and warm. Light to gentle breeze from S.E. by E. Steady barometer. On course N.W. ½ N. At 5.05 sent new patent log reading 76.8. At 5.20 took in both studsails and exercised at reefing topsails and furling light sails. At end of exercise made sail as before and set mizzen topmast staysail. Relieved from confinement by order of Commanding Officer Privt. J.P., App. 3 class, his period of confinement having expired. Smooth sea. Distilling. Lightning to S.E. and E.

L. M. Nance
Ensign U.S.N.

From 8 P.M. to Mid.

Clear and pleasant. Lightning in the S.E. first part of watch. Light to gentle breeze from S.E. by E. to East. Barometer rising then falling. Steering a course N.W. ½ W. under same sail as preceding watch. At 10.15 took in foot lower studsail and set jib, flying jib, main topmast staysail and spanker. Distilling.

J. V. Jordan.
2d Lieutenant U.S.M.C.

Examined and found to be correct.

Rogers McCalla
Lieutenant U.S.N. Navigator.

4-869

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	5	96.2	NW½N.	E.SE.	2			30.28	84	83	78	84	b.c.	cum.	8	S.
2	2	3	98.5	"	SE.	2			30.28	83	83	78	84	"	"	8	"
3	2	5	100.5	"	"	2			30.28	83	83	78	84	"	"	7	"
4	2	0	2.2	"	"	2			30.28	83	85	78	84	"	"	8	L.
5	2	0	3.9	"	"	2			30.27	84	85	78	84	"	"	7	"
6	2	0	5.4	"	"	2			30.28	84	85	79	84	"	"	7	"
7	1	5	Hauled in	"	"	1-2			30.29	84	84	79	84	"	"	7	"
8	1	6	"	"	"	1-2			30.30	85	85	80	84	"	"	8	"
9	1	7	"	"	SE by E.	2			30.33	85	85	80	84	"	"	7	"
10	1	8	"	"	"	2			30.34	85	85	80	84	"	"	7	"
11	2	0	"	"	E.SE.	2			30.33	86	86	80	84	"	"	7	"
Noon.	2	2	"	"	"	2			30.32	86	86	80	84	"	"	6	"

Position at 8 A. M.: Latitude by D. R. from Noon 24° 46' 59" N.
Longitude by Observation 59° 29' 01" W.

Position at noon: Latitude by observation 24° 57' 58" N.
Longitude by observation 59° 35' 17" W.
Latitude by D. R. 24° 51' 43" N.
Longitude by D. R. 59° 34' 11" W.

Course made good since preceding noon: N 46° W.

Distance made good since preceding noon: 57 miles.

Distance by Log since preceding noon: 52.6 miles.

Current per hour: 1/4 miles, set N 11° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon 25° 07' 28" N.
Longitude by Chronometer from P M. Observation 59° 42' 37" W.

Variation of compass: 6° 30' W.

Error of compass observed at 7 54 A. M. Ships head N W 9/8 N. 8° 22' W.

Deviation of compass on N W 9/8 N. 1° 52' W.

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 1900 "

Coal consumed during the preceding 24 hours, 1 tons, 640 lbs.

Coal remaining on hand at noon, 139 " 1220 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	2	0	6.3	NW½N.	E.SE.	2			30.31	88	88	81	84	b.c.	cir. cum.	6	L.
2	2	0	Hauled in	NW¼N.	"	2			30.29	88	88	81	84	"	"	6	"
3	1	9	"	"	"	2			30.29	88	87	80	84	"	"	6	"
4	2	0	"	"	East	2			30.29	87	86	80	84	"	"	6	"
5	1	7	"	"	"	1-2			30.29	87	86	80	84	"	"	7	"
6	1	0	"	"	E. by N.	1-2			30.30	86	85	79	84	"	"	6	"
7	2	3	7.1	"	"	2			30.31	85	84	79	84	"	"	7	"
8	2	2	Hauled in	"	E.NE.	2			30.32	85	84	79	84	"	"	7	"
9	2	5	"	"	NE. by E	2-3			30.32	85	84	79	84	b.o.w.	"	7	"
10	3	0	10.0	"	"	3			30.32	85	84	79	84	b.o.b.w.	"	7	"
11	2	5	12.0	"	"	2-3			30.32	85	84	79	84	"	cum. mist.	6	"
Mid.	2	2	12.0	"	"	2			30.31	85	84	79	84	"	"	5	"

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, August 27, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and warm. Light breze from E. S.E. at first hauling to E. S.E. last three hours. Long swell from Ed. last hour. Barometer fell first hour, then steady. Steering course N.W.½N. under all sail except port stunsail, starboard clew of swansail, main topsail and gaff topsail at first. At 2.20 set port stunsail and took in spanker and at 3 took in flt. flying jib and main and mizzen topmast staysails. Distilling.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear. Light breze from S.E. Barometer rising. Ship under sail alone steering a course. Distilling. Ship rolling to long swell from N.E.

W. S. Wheeler
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear and warm. Light breze from S.E. by E. and E.S.E. On course N.W.½N. (p.c.) At 9.30 had quarters for inspection and exercised apprentices as follows: First Division, revolver practice at towing target: 2nd Division, sighting drill: 3rd Division, single sticks: Powder Division, small arms. During 2nd period, aweigh and underway and exercised a Division of Apprentices in signal instruction. By order of Commanding Officer, Andersen S.B. (App 3 class) was placed in solitary confinement on bread and water, for one day. Officer disfiguring the battery. At 10.30 set main and mizzen topmast staysails, jib and flying jib: took in port stunsail. Long N.W. swell. Put on patent log at 12, reading 5.4. Distilling.

R. B. Tisdale
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and warm. Light breze from E.S.E. to East. On course N.W.½N. till 10 o'clock, when by order of Commanding Officer altered course to N.W.¼N., patent log 6.3. At 1.15 hauled in patent log reading 6.6. Exercised 1st period at Arms and Away boats, distant service. 2nd period signals and lead. N.W. swell. Distilling. No change in sail.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light airs from East to E.N.E. Barometer rising. Long swell from N.E. Steering a course N.W.¼N. Under same sail as preceding watch. At 4.15 took in mizzen topsail and set spanker and gaff topsail. At 5.15 took in starboard lower stunsail. Exercised at shortening and making sail. Distilling.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear to fair and warm. Bright moonlight. Moon rose at 8.35. Lightning to S'd. and Ed. Barometer fell slightly last hour. Long swell from Ed. Light to gentle breze from N.E. by E. Steering course N.W.¼N. No change in sail. Distilling.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES — Ship Essex — Third Rate,

Making passage from Funchal Madeira to Gardeners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	3	37.2	N W 1/2 N.	N E. by E.	3		1/4	30.24	84	84	80	84	b.c.l.w.	cumu strat.	4	S.
2	1	7	37.7	"	"	2		1/4	30.23	84	84	80	84	"	"	4	"
3	1	8	Hauled in	"	"	2		1/4	30.21	84	84	80	84	"	cumil.	4	"
4	2	0	"	"	"	2		1/4	30.20	84	84	80	84	"	"	4	"
5	1	5	"	"	"	2		1/4	30.20	84	84	80	84	"	"	4	"
6	1	9	38.6	"	E. by N.	2-4			30.22	82	82	79	84	b.c.p.q.	"	2	"
7	0	5	Hauled in	N W. by W.	N. N E.	4-1			30.23	82	82	79	84	o.c.p.	cum cumil.	0	"
8	1	2	40.5	N W.	N E.	1-3			30.23	82	82	78	84	b.c.l.d.	"	1	"
9	1	4	42.0	"	"	1-3			30.25	82	82	79	84	b.c.p.b.	"	3	"
10	1	0	Hauled in	"	East	1-2		1/2	30.25	83	82	79	84	b.c.	"	4	"
11	1	5	42.8	N W 1/4 N.	N. N E.	1-5		1/2	30.24	83	83	79	84	"	"	4	"
Noon.	2	4	44.0	N W.	E N E.	5-1			30.22	84	84	80	84	"	"	5	"

Position at 8 A. M. { Latitude by D. R. from Noon: 25 °46 '38 "N.
Longitude by Observation: 60 °44 '39 "W.

Position at noon: { Latitude by observation: 25 °47 '43 "N.
Longitude by observation: 60 °52 '00 "W.
Latitude by D. R.: 25 °50 '15 "N.
Longitude by D. R.: 60 °46 '11 "W.

Course made good since preceding noon: N 63° W.

Distance made good since preceding noon: 48. miles.

Distance by Log since preceding noon: 52 miles.

Current per hour: 1/4 miles, set S 65° W. true.

Position at 8 P. M. { Latitude by D. R. from Noon: 26° 01 ' 05" N.
Longitude by Chronometer from P M. Observation: 61 ° 14 ' 48" W.

Variation of compass: 6° 20' W.

Error of compass observed at 8.30 A M. Ships head N W. 8°-17' W.

Deviation of compass on N W. 1° 57' W

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 650 "

Water remaining on hand fit for use at noon, 2550 "

Coal consumed during the preceding 24 hours, tons, 720 lbs.

Coal remaining on hand at noon, 137 " 1460 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	1	3	Hauled in	N W.	E. N E.	2			30.20	84	85	80	84	b.c.	cum.	6	S.
2	1	0	"	N W 1/2 N.	N E.	2			30.19	86	86	81	84	"	"	5	"
3	1	5	"	"	"	2			30.18	86	86	81	84	b.c.p.	"	5	"
4	1	5	"	"	E. N E.	2			30.17	86	86	81	84	b.o.	"	6	"
5	2	5	"	"	"	2-3			30.17	86	85	80	84	"	"	5	"
6	3	0	47.0	"	E. by N.	3			30.17	86	85	80	84	"	cum cumil.	4	"
7	4	6	51.6	"	"	3-4			30.18	85	84	80	84	b.o.w.	"	4	"
8	4	7	56.3	"	N E. by E	4			30.19	85	84	80	84	"	"	4	"
9	4	5	60.8	"	E. N E	4		1/4	30.20	84	84	79	84	b.o.w.l.	"	6	"
10	3	8	64.6	"	E. by N	3		1/4	30.20	84	84	79	84	"	"	5	"
11	4	5	69.1	"	"	4			30.20	84	84	79	84	"	"	5	"
Mid.	3	9	73.0	"	S E. by E	4			30.20	84	84	79	84	"	"	5	"

4—265

under the command of Commander E T Strong, U. S. Navy,

Friday August 28, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather clear and pleasant, with light to gentle breeze from NE. by E. to E.NE. Barometer steady. Ship under all sail except inner jibs of mainsail and stunsails. Distilling.

W.B.Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and warm. Light E.NEly airs and calms. Course N.W.1/4 N.(pc) At 5.30 took in gaff topsail and spanker and at 7.30 the main and mizzen topmast staysails, jib and flying jib. Light SEly swell. Noted very long protuberance on sun's disc at sunrise.

R.B.Tisdale
Ensign U.S.N.

From 8 A.M. to Midd.

Clear and hot. Calms to light airs from E.NE. backing to N.E. last hour, and increasing in force to light breeze. Barometer falling, latter part. On course N.W.1/4 N. Had quarters for inspection at 9.30, and at 9.35 sounded to General Quarters: All Divisions reported ready in 2 minutes. Secured at 9.47. Exercised signal class second period. By order of Commanding Officer, released from confinement Anderson J.C. App'd class his period of confinement having expired. Confined by same authority, M. Laughlin J.J. App. 3 class two days double irons for offence of, persistent infraction of the rules of the ship, using tobacco. Smooth sea. Cleaned bilges. At 11.25 set jib, flying jib, main and mizzen topmast staysails, spanker and gaff topsail. Distilling.

L.M.Nance
Ensign U.S.N.

From Midd. to 4 P.M.

Clear and pleasant. Light to gentle breeze from NE. by N. to N.N.E. Barometer steady then falling very slowly. Smooth. Steering a course N.W.1/4 N. then by the wind on starboard tack. At 1.10, by order of Commanding Officer course was changed to N.W. No change in sail. Exercised apprentices at signals. At 3.30 hooked relieving tackles and started to shift wheel ropes. Distilling.

J.N.Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to cloudy. Squally with passing rain showers and lightning to SE. last hour. Light to moderate breeze from N.NE. and NE. by N. By the wind on starboard tack, under all sail except main topsail and weather clew of mainsail first three hours, on course N.W. last hour. At 7.10 shortened sail to topgallant sails on account of light squall: at 7.30 made sail again as above. At 5.20 had fire quarters and mustered at stations for abandoning ship. Distilling.

J.G.Luby
Lieutenant U.S.N.

From 8 P.M. to Midd.

Weather fair, lightning about horizon. Light to gentle breeze from N.E. by N. to N.E. Barometer steady. At 8.30 took in gaff topsail. Distilling.

W.B.Whiteley
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																
1	2	6	68.5	S.W. 3/4 S	E.S.E.	2-3			30.16	83	82	78	84	b.c.d.l.	cum.-nim.	3	S
2	3	3	71.8	"	S.E by E.	3			30.16	83	82	79	84	b.c.l.	"	4	"
3	4	5	76.3	"	"	3			30.15	83	82	79	84	"	"	4	"
4	4	6	79.9	"	S.E.	3-4			30.15	83	83	79	84	b.c.l.k.q.	"	3	"
5	4	4	84.3	"	S.S.E.	4			30.15	82	83	80	84	b.c.l.b.	"	4	"
6	4	1	88.4	"	S.E by S.	4			30.16	83	83	80	84	b.c.l.k	"	6	"
7	4	5	92.9	"	"	4			30.18	83	83	80	84	b.c.q.l.k.b.	"	4	"
8	4	5	97.4	"	S.S.E.	4-5			30.19	84	83	80	84	b.c.l.k.q	"	2	"
9	4	8	2.2	"	S.S.W.	4-5			30.21	82	81	79	84	b.c.l.k	"	2	"
10	5	0	7.2	S.W. 1/2 S	"	4-5			30.21	82	81	79	84	"	"	3	"
11	3	6	10.8	"	S.W. by W	3-4			30.21	83	81	79	84	"	"	1	"
Noon.	4	9	15.7	"	S.S.W.	4			30.23	80	81	79	84	o.c.q.s.b.l	"	0	"

Position at 8 A. M.
- Latitude by D.R. from Noon: 27° 36′ 09″ S.
- Longitude by D.R. from Noon: 63° 08′ 22″ W.

Position at noon:
- Latitude by observation: 27° 52′ 30″ S.
- Longitude by observation: No observation: ° ′ ″
- Latitude by D. R.: 27° 47′ 27″ S.
- Longitude by D. R.: 63° 23′ 26″ W.

Course made good since preceding noon: No observation

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: 94.4 miles.

Current per hour: miles, set true.

Position at 8 P. M.
- Latitude by D.R. from Noon: 29° 12′ 48″ S.
- Longitude by: 64° 04′ 09″ W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 1400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1750 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, 137 " 920 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																
1	3	0	18.7	S.W. 1/2 S	S.E. by S.	3			30.22	80	80	78	84	b.c.l.k.b	cum.-nim.	3	S
2	4	3	23.0	"	E.S.E.	3-4			30.22	81	81	79	84	b.c.d.	"	1	"
3	6	5	29.5	"	"	5			30.21	81	81	79	84	b.c.	"	4	"
4	5	3	34.8	"	S.E. by E.	4			30.21	81	81	79	84	"	"	4	"
5	3	4	38.2	"	S.S.E.	3			30.21	84	82	79	84	"	"	5	"
6	3	0	41.2	"	"	3			30.21	83	83	80	84	"	"	5	"
7	3	0	44.2	"	S.E.	3			30.22	83	83	80	84	"	"	5	"
8	3	6	47.8	"	S.E. by E.	3			30.24	83	83	79	84	"	"	6	"
9	3	8	51.6	"	E by S.	3			30.25	83	83	79	84	"	"	7	"
10	4	0	55.6	"	E.S.E.	4			30.25	82	83	79	84	"	"	7	"
11	4	1	59.7	"	E. by S.	4			30.25	82	83	79	84	"	"	7	"
Mid.	3	4	63.1	"	E.S.E.	3			30.25	82	83	79	84	"	"	7	"

under the command of Commander E. T. Strong, U. S. Navy,

Saturday August 29, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

For August 28, turn two (2) pages

Commenced and until 4 A.M.

Cloudy, pleasant. Light breeze from NE by E. On course NW½N. (pc.) under all sail except weather clew of mainsail and gaff topsail. Distilling. Moonlight. Lightning in passing clouds coming from NE. Barometer falling. Hauled in patent log at 2, reading 37.7.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy with passing rain squalls. Light breeze and light airs shifting with rain squalls, from N.NE to East and increasing in force to moderate breeze in squalls. Barometer rising slowly. On course NW½N. till 5.55, when by order of Commanding Officer changed course to NW. patent log 37.7, and at the weather clew of mainsail. By the wind with no steerageway at beginning of second part. Finished distilling and hauled fires at 5.45. Smooth sea.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Noon.

Weather generally pleasant: rain squalls around horizon. Light airs to gentle breeze with stiff squalls from N.NE to East. Barometer steady then falling. Smooth sea. Steering a course NW. and by the wind on starboard tack under same sail as preceding watch. Hauled in patent log at 9 o'clock reading 42.0. Put it out again at 10.50 and hauled it in again at Noon reading 44.0. By order of the Commanding Officer, confined D. A. Bolle, (App 3 cl.) for five days in solitary confinement on bread and water: offence, persistent infraction of the rules of the ship, using tobacco.

D. V. Jordan
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair and warm, light passing showers third hour. Light breeze from E.NE and NE. Barometer falling. Smooth sea. Steering course NW. until 1, when changed to W NW½N. Under all sail except mainsail and gaff topsail.

J. G. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather fair with light to moderate breeze from E. by N. to NE by E. Barometer rising. Steering a course.

W. R. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Mid.

Fair and pleasant. Moderate breeze from NE by E. to SE by E. shifting to latter near end of watch. On course NW½N. At 11.45 took in fore and aft sail except fore topmast staysail. Rain and wind squall past astern last half hour to 9 P.M.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay. L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky. in Tenths.	State of the Sea.
A. M.																	
1	3	5	76.5	N.W.½N.	S.E. by E.	3			30.17	84	83	80	84	b.c.l.	cum.mind.	5	S.
2	3	3	79.8	"	E.S.E.	3			30.16	84	83	80	84	"	"	4	"
3	3	2	83.0	"	"	3			30.16	84	83	80	84	"	"	6	"
4	3	9	86.9	"	"	3			30.16	84	83	79	84	"	"	6	"
5	3	6	90.5	"	E. by S.	3			30.16	84	83	79	84	"	cir. cum.mind.	6	"
6	3	5	94.0	"	"	3			30.17	84	83	79	84	"	"	6	"
7	4	3	98.3	"	"	3-4			30.17	84	83	79	84	b.c.	cir. cum.	7	"
8	4	6	2.9	"	"	4			30.17	84	84	80	84	"	" cirst.	7	"
9	4	8	7.7	"	E.S.E.	4			30.19	85	84	80	84	"	"	6	"
10	5	0	12.7	"	"	4			30.19	85	85	80	84	"	"	6	"
11	4	2	16.9	"	S.E. by S.	3			30.19	86	85	80	84	"	"	6	"
Noon.	4	8	21.7	"	"	4			30.17	86	86	81	84	"	"	4	"

Position at 8 A. M.: Latitude by D. R. from Noon 26° 30' 30" N.
Longitude by Observation 61° 49' 48" W.

Position at noon: Latitude by observation 26° 41' 21" N.
Longitude by observation 62° 07' 46" W.
Latitude by D. R. 26° 44' 50" N.
Longitude by D. R. 62° 03' 12" W.

Course made good since preceding noon: N 52° W.

Distance made good since preceding noon: 87 miles.

Distance by Log since preceding noon: 85.5 miles.

Current per hour: .23 miles, set S 50° E. true.

Position at 8 P. M.: Latitude by D. R. from Noon 27° 03' 33" N.
Longitude by Chronometer from P.M. Observation 62° 40' 27" W.

Variation of compass: 6° 00' W.

Error of compass observed at 7° 05 A.M. Ships head N.W.½N. 8° 04' W.

Deviation of compass on N.W.½N. 1° 44' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 21.50 "

Coal consumed during the preceding 24 hours, tons, 6.40 lbs.

Coal remaining on hand at noon, 137 " 820 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky. in Tenths.	State of the Sea.
P. M.																	
1	4	0	25.7	N.W.½N.	S.E. by E	4			30.16	87	87	81	84	b.c.	cirrus nimb.strat.	7	S.
2	4	2	29.9	N.W.¾N.	"	4			30.15	87	87	82	84	"	"	8	"
3	4	8	34.7	"	"	4			30.15	88	86	81	84	"	"	5	"
4	4	0	38.7	"	"	4			30.15	88	86	81	84	"	"	6	"
5	4	8	43.5	"	S.E.	4			30.15	87	86	82	84	b.c.q.	"	4	"
6	4	1	47.6	"	S.E. by E.	4			30.16	85	85	81	84	"	"	4	"
7	1	6	49.2	"	E.S.E.	2			30.16	85	85	81	84	"	"	5	"
8	4	0	53.2	"	"	4			30.16	84	84	79	84	"	"	5	"
9	3	8	57.0	"	"	3			30.18	85	84	79	84	b.c.l.	"	4	"
10	2	9	59.6	"	East	2-3			30.18	85	84	79	84	"	"	3	"
11	2	5	61.8	"	E.S.E.	2-6			30.18	82	83	79	84	b.c.l.t.q.q.	"	2	"
Mid.	4	1	65.9	"	East	5-2			30.17	81	81	78	84	"	"	3	"

under the command of Commander E. J. Strong, U. S. Navy,

Sunday August 30, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to clear and pleasant. Gentle breze from S.E. by E to E.S.E. On course N.W. ½ N. At 10 o'clock set jib flying jib main and mizzen topmast staysails and spanker. Raw squalls to Nd and Wd, with frequent lightning. Smooth sea.

L. M. Hamer
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant showers around horizon, lightning in the S.E. red sunrise cirrus clouds coming on from N.W. Low cumulus and nimbus clouds from E. S.E. Gentle to moderate breze from E. by S. Barometer steady. Smooth sea. Steering a course N.W. ½ N. under same sail as preceding watch. At 7.45 set spanker gaff topsail.

W. F. Jordan
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair and warm. Gentle to moderate breze from E.S.E. to S.E. by S. Barometer rising, at first then steady: commenced to fall last hour. Smooth sea. Steering course N.W. ½ N. Under all sail except main topsail. At 9.30 mustered and inspected at quarters. Commanding Officer inspected ship and crew. At 10.00 Commanding Officer held Divine Service on quarter deck. By order of Commanding Officer released J. McLaughlin (A.B.C.) his term of confinement having expired.

J. B. Briggs
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather fair with moderate breze from S.E. by E. Barometer steady. At 1 o'clock by order of Commanding Officer changed course to N.W. ¾ N. Took in all fore and aft sail except fore topmast staysail, set mizzen topsail and both lower studdsails. By order of Commanding Officer, A. Wilcox and S. G. Barclay, Apprentices were placed in double irons for 2 days for using profane and obscene language.

W. B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Generally cloudy. Wind and rain squalls passed ahead during second hour from N.E. and another during last hour from E.N.E. Moderate breze from S.E. and S.E. by E. first part of watch and from East to N.E. by E. during second part On course N.W. ¾ N. (p.c.) At 5.30 set jib main and mizzen topmast staysails and spanker. At 6 took in and furled royals and flying jib, hauled up mainsail and hauled up spanker. At 6.30 set royals and mainsail. At 7.30 took in and furled royals, and main and mizzen topmast staysails E. by S. and E. Lightning in all clouds of passing squalls, especially to Nd and NEd last hour. Barometer steady.

R. D. Tindale
Ensign U.S.N.

From 8 P.M. to Mid.

Clear and fine at first cloudy and squally afterwards. Light and gentle breze from E.N.E to East, increasing in force to fresh breze in rain squalls latter part. Heavy nimbus clouds coming on from S.E. On course N.W. ¾ N. At 8.05 set royals, flying jib main and mizzen topmast staysail. At 11 o'clock took in royals, flying jib and mizzen topmast staysail. Smooth sea. Thunder and lightning in passing squalls.

Examined and found to be correct.

L. M. Hamer
Ensign U.S.N.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	5	13.7	NW/4 N.	NE. by E.	2-3			30.29	84	84	79	84	b.c.cu.	cum.stnb	7	L.
2	2	5	16.0	"	"	2-3			30.29	84	84	80	84	b.c.w.l.	"	7	"
3	2	0	16.7	"	E. NE.	2			30.28	84	84	80	84	"	"	6	"
4	2	0	Hauled in	"	"	2			30.28	84	83	80	84	"	"	6	"
5	1	0	"	"	"	1-2			30.28	84	83	80	84	b.c.l.	"	7	"
6	0	5	"	"	"	1			30.29	84	83	80	84	b.c.	cum.stad.	7	"
7	0	5	"	"	"	1			30.30	84	84	79	84	"	"	7	"
8	0	3	"	"	"	0-1			30.30	85	84	80	84	"	"	7	"
9	0	5	"	"	"	0-1			30.32	85	84	80	84	"	"	7	"
10	0	4	"	"	"	0-1			30.34	86	86	81	84	"	cir. cum.	6	"
11	0	4	"	"	"	0-1			30.33	86	87	81	84	"	"	6	"
Noon.	1	0	"	"	NE.	0-2			30.31	86	87	81	84	"	"	7	"

Position at 8 A. M.: Latitude by D. R. from Noon — 25° 20' 58" N.
Longitude by Observation — 59° 59' 57" W.

Position at noon: Latitude by observation — 25° 24' 26" N.
Longitude by observation — 60° 01' 23" W.
Latitude by D. R. — 25° 22' 24" N.
Longitude by D. R. — 60° 08' 55" W.

Course made good since preceding noon: N 49° W.

Distance made good since preceding noon: 35 miles.

Distance by Log since preceding noon: 38.9 miles.

Current per hour: .29 miles, set N 72° E. true.

Position at 8 P. M.: Latitude by D. R. from Noon — 24° 32' 44" N.
Longitude by Chronometer from P. M. Observation — 60° 17' 13" W.

Variation of compass: 6° 20' W.

Error of compass observed at 5.19 P. M. Ships head N W/8 W. 7° 54' W.

Deviation of compass on N W/8 W. 1° 34' W.

Water expended during the preceding 24 hours, 450 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 2350 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 137 " 2180 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	1	5	Hauled in	NW/4 N.	NE. by N.	2		½	30.29	86	87	81	84	b.c.	cir. cum.	6	L.
2	1	5	"	NW/4 W.	"	2		½	30.29	86	87	81	85	"	"	6	"
3	1	7	"	NW. by W.	N. NE.	2-3		½	30.28	86	86	80	85	"	"	5	"
4	2	5	"	"	"	3		½	30.28	86	86	79	85	"	"	5	"
5	2	6	17.7	NW. 3/4 W.	"	2-3		½	30.26	88	86	80	85	"	cum. stratus	6	"
6	3	0	20.2	NW/4 W.	NE. by N.	3		½	30.26	86	85	80	85	"	"	4	"
7	2	0	21.7	"	"	2		½	30.27	86	85	80	85	"	"	3	"
8	3	0	23.7	NW.	"	2-3		½	30.28	85	83	80	85	b.a.g.p.l.	"	4	"
9	3	0	26.7	NW/2 N.	"	2-3		½	30.26	85	83	80	85	b.c.l.	"	5	"
10	3	0	29.7	"	NE.	2-3		½	30.27	85	83	80	85	"	"	5	"
11	2	4	32.1	"	"	2		½	30.27	85	83	80	85	"	"	4	"
Mid.	2	8	34.9	"	"	2		½	30.26	84	84	80	85	"	"	7	"

4—955

under the command of Commander E. T. Strong, U. S. Navy,

Monday, August 31, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

At 2 AM Fair and pleasant, rain squalls and thunder and lightning around the horizon. Light to gentle breze with shift squall head front of watch. Balomkit following. at during. Watch. Smooth sea. Steering a course N.W. 3/4 N. under square sail to topgallant sails jib and staysails. At 4.55 Hauled down main and mizzen topmast staysails

J. N. Jordan
Lieutenant, U.S.N.

From 4 to 8 a.m. Cloudy with thunder and lightning, occasional passing showers, moderate squall with heavy rain at about 7.50. Moderate to fresh breze from S.S.E and S. by E. Barometer rising. Smooth sea. Steering course N.W. 3/4 N. under jib, fore topmast staysail and all square sail except mizzen topsail and royals. At 7.10 set royals. At 7.55 hook of port main topsail shunt block cattived away, hook in main topgallant sail and main royal and cluted down main topsail. Mizen topsail shunt and sent up new block. Cattived out morning orders.

J. E. Luby
Lieutenant, U.S.N.

From 8 a.m. to Meridian Weather cloudy and squally, with rain thunder and lightning. Gentle to stiff breze in squalls from S.S.W. to S.W. by W. Barometer rising. At 9 o'clock changed course to N.W. 1/2 N. and set main topsail, topgallant sail and royal. At 9.30 muskived etw at quarters, and third Division was instructed in handling apart the Hotchkiss rifle magazine. At 10 o'clock hook in main and mizzen topmast staysail and spanker. At 11.20 hook in royals, flying jib and mainsail. Backed on starboard main topsail yard cattived away, fast on a temporary lashing. At 11.40 made all sail to royals except spanker. At 11.55 hook in main and mizzen topmast staysails. By order of Commanding Officer: J. J. Kelly (a.s.e.) was released, his term of confinement having expired. J. D. Stuart (a.s.d.) was placed in double irons for theft

W. R. Whiteley
Lieutenant, U.S.N.

From Meridian to 4 p.m. Cloudy to fair. Light rain first hour. Gentle to stiff breze from S. by E to E.S.E. On course N. 1/2 W. At 2 set mizzen topmast staysail and at 2.30 the main topmast staysail. At 3.55 hook in all fore and aft sail except fore topmast staysail. Heavy clouds to N.E. and E at beginning of watch worked to E and against wind, and some low flying clouds from S.E by E. Exercised a Class of apprentices at signals

R. S. Teasdale
Ensign U.S.N.

From 4 to 8 p.m. Clear and pleasant. Gentle breze from E.S.E. to S.E by E. Barometer rising. On course N.W. 1/2 N. At 8.10 hauled down mizzen topmast staysail. Set jib and flying jib at 8.10, hauled them down at 8.35 and set them again at 7.50. Set main and mizzen topmast staysail at 7.50. At 8.20 exercised all hands at shortening sail and making sail. All sail was shortened in 1 min. 38 sec. and all sail made in 1 min 51 sec. At beginning of watch rainsqualls on horizon to Inward, moving to windward

L. M. Nance
Ensign U.S.N.

From 8 p.m. to Mid. Clear and pleasant. Sightlining in the N.W. Gentle to moderate breze from E. by S. to E.S.E. Barometer steady. Steering a course N.W. 1/2 N. No change of sail

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

Approved

Rogers Galt
Lieutenant, U.S.N. Navigator

Commander, U.S.N. Commanding

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																
1	3	3	66.4	N 9 W 1/2 N.	E. by S.	3			30.23	83	83	80	84	b. c. l. w.	cum. strat. cumil.	5	8.
2	3	5	69.9	"	"	3			30.23	83	83	80	84	"	"	4	"
3	3	1	73.0	"	E.	3			30.23	83	83	80	84	"	"	4	"
4	3	1	76.1	"	E. by S.	3			30.22	83	83	80	84	"	"	3	"
5	3	7	79.8	"	"	3			30.23	83	83	81	84	b. c. l.	"	3	"
6	4	0	83.8	"	"	3			30.25	83	83	81	84	b. c.	"	4	"
7	3	6	87.4	"	E. by E.	3			30.26	83	83	81	84	"	cum. strat.	5	"
8	3	4	90.8	"	E. by E.	3			30.27	84	84	81	84	"	cumil.	5	"
9	2	1	92.9	"	"	2			30.30	84	84	82	84	"	"	5	"
10	1	5	93.7	"	"	1			30.31	85	85	82	84	"	"	4	"
11	1	8	Hauled in	"	E. by E.	1-2			30.30	85	86	82	84	b. c. t.	"	3	"
Noon.	1	6	"	"	E.	1-2			30.31	86	86	83	84	b. c.	"	3	"

Position at 8 A. M.: Latitude by D. R. from Noon 28° 41' 52" N.
Longitude by Observation 64° 46' 57" W.

Position at noon: Latitude by observation 28° 58' 16" N.
Longitude by observation 64° 52' 19" W.
Latitude by D. R. 28° 46' 18" N.
Longitude by D. R. 64° 46' 57" W.

Course made good since preceding noon: N 45° W.

Distance made good since preceding noon: 94 miles.

Distance by Log since preceding noon: 82.1 miles.

Current per hour: 0.84 miles, set N 28° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon 29° 04' 58" N.
Longitude by Chronometer from P. M. Observation 65° 11' 04" W.

Variation of compass: 6° 20' W.

Error of compass observed at 7.04 A. M. Phijes head N 9 W 1/2 N. 7° 41' W.

Deviation of compass on N 9 W 1/2 N. 1° 21' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1350 "

Coal consumed during the preceding 24 hours, tons, 6 40 lbs.

Coal remaining on hand at noon, 137 " 180 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																
1	1	5	94.3	N 9 W 1/2 N.	E.	2			30.28	84	85	81	84	b. c.	cum. cumil.	3	8.
2	0	0	Hauled in	No steerageway	S W.	0-1			30.28	86	86	82	84	"	"	5	"
3	0	5	"	N W 1/2 W.	S E	1-0			30.26	88	87	83	84	"	"	6	"
4	1	0	"	"	"	0-1			30.26	88	87	83	84	"	Cir. cum.	5	"
5	1	5	"	"	"	1-2			30.26	88	87	82	84	"	"	5	"
6	1	5	"	"	"	1-2			30.26	88	87	82	84	"	"	5	"
7	2	0	"	"	"	1-2			30.28	86	87	82	84	b. c. w.	strat.	4	"
8	2	0	"	"	"	1-2			30.30	85	85	80	84	"	"	4	"
9	2	3	"	"	E. by E.	2			30.32	85	84	80	84	"	"	5	"
10	2	2	"	"	E.	2			30.32	84	84	80	84	"	"	5	"
11	3	2	94.7	"	E. by E.	3			30.31	84	84	80	84	"	Cum. cumil.	5	"
Mid.	3	1	97.8	"	E. by S.	3			30.30	84	84	80	84	"	"	4	"

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, September 1, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and warm. Lightning all around horizon. Gentle breeze from S.E. by E., S.E. and S.E. by S. Barometer falling slowly. Smooth. Steering course N.W. ½ N. under all sail except main trysail, spanker and mizzen topsail. At 3.10 took in flying jib, and all staysails.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather fair, heavy clouds banking up, on starboard bow, toward end of watch. Gentle breeze from S.E. by S. to S. by E. Barometer rising slowly. At 7.30 set the fore and aft sail, except the spanker. Steering a course.

W. W. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Meid.

Cloudy and warm. Light airs and breeze from S. by E. to S.E. On course N.W. by N. (p.c.) No change in sail. At 9.30 held quarters and exercised apprentices as follows:- 1st Division, infantry and small arms: 2nd Division, revolver practice, using towing target: 3rd Division, instructed how to use and cleaning small arms: Powder Division, disassembling and use of small arms. During 2nd period instructed apprentices in seamanship. Rain and wind squalls from E. to S.E. placing ahead and astern of ship. At 10, hauled in patent log and at 12 past it was reading 93.7. Tested magazine flood cocks and found them in working order.

A. B. Tisdale
Ensign U.S.N.

From Meid. to 4 P.M.

Cloudy to clear and hot. Light breze to calms and light airs shifting from East to S.W. and back again. On course N.W. by N. At 12.30 hauled down main and mizzen topmast staysails, set them again at 12.35 and hauled them down at 3.30. Hauled down jib and flying jib at 3.30. Barometer falling first half, steady last half. Smooth sea. Exercised port watch at signals and head and starboard topsail sheets. Released from confinement by order of Commanding Officer, Chilen, C.A. and Barclay, S.G., their period of confinement having expired.

L. M. Keaney
Ensign U.S.N.

From 4 to 8 P.M.

Clear and warm. Light airs to light breze from S.E. Barometer rising. Smooth sea. Steering a course N.W. ½ N. under same sail as preceding watch. At 5.30 exercised fat shortening and making sail: time, former, 1 min: 19 sec: latter, 1 min: 25 sec: Hauled down fore topmast staysail and set jib.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Fair and warm. Light to gentle breze from S.E. and E. Barometer rose at first then falling slowly. Steering course N.W. ½ N. under jib and all square sail at first. At 9, set flying jib all staysail and spanker, at 10.10 took them in again. At 11.50 took in royals on account of squall coming up astern.

Examined and found to be correct.

J. B. Luby
Lieutenant U.S.N.

Rogers McCall
Lieutenant U.S.N. Navigator

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	3	5	1·3	N ¼ W ½ N.	S E by S.	3			30.29	84	84	80	84	b.c.p.	cum.cumu.	6	S.
2	3	5	4·8	"	"	3			30.29	84	84	80	84	b.c.	cum.	7	"
3	2	6	7·4	"	"	2			30.28	84	84	80	84	"	"	8	"
4	2	1	9·5	"	"	2			30.28	83	83	79	84	"	"	8	"
5	2	3	11·8	"	"	2			30.29	83	83	79	84	b.c.h.	"	7	"
6	2	1	13.9	"	S E.	2			30.29	83	83	79	84	b.c.	cum.strat.	7	"
7	2	0	15·9	"	S E. by E.	2			30.31	84	83	80	84	"	"	8	"
8	2	2	18.1	"	"	2			30.31	84	84	80	84	"	cum.	7	"
9	2	4	19·3	"	S E.	2			30.33	85	85	80	84	b.c.h.w.	cumulostrat.	5	"
10	2	5	20.8	"	S E. by E.	2-3			30.33	84	84	80	84	b.c.	"	3	"
11	2	2	21·8	N N W.	E S E.	2			30.31	84	84	80	84	"	"	3	"
Noon.	2	1	22.9	"	S E.	2			30.36	84	84	81	84	"	"	4	"

Position at 8 A. M.: Latitude by D. R. from Noon 29 ° 26 ' 02 " N.
Longitude by Observation ⊙ 65 ° 41 ' 22 " W.

Position at noon: Latitude by observation 29 ° 33 ' 00 " N.
Longitude by observation 65 ° 49 ' 42 " W.
Latitude by D. R. 29 ° 31 ' 46 " N.
Longitude by D. R. 65 ° 35 ' 27 " W.

Course made good since preceding noon: N 55° E.

Distance made good since preceding noon: 62 miles.

Distance by Log since preceding noon: 50.3 miles.

Current per hour: ½ miles, set N 85° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon 29 ° 44' 54" N.
Longitude by Chronometer from P.M. Observation ⊙ 66 ° 00 ' 56 " W.

Variation of compass: 6°-10' W.

Error of compass observed at 4.50 P.M. Ships head N. by W. 1/8 W. 6° 48' W.

Deviation of compass on N by W. 7/8 W. 0° 33' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 900 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, 137 " 180 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	1	5	23.3	N N W.	East	1			30.28	86	85	81	84	b.c.	cumu.nimb.	4	S.
2	2	0	Hauled in	"	"	1-2			30.27	85	85	81	84	b.c.p.	"	3	"
3	2	5	"	N W. by N.	N E	1-4			30.27	82	82	79	84	b.c.g.p.	"	3	"
4	2	0	24.1	"	E N E.	2			¼ 30.26	84	82	79	84	b.c.	"	4	"
5	1	0	Hauled in	N N W.	E S E	2			30.25	83	83	79	84	"	"	6	"
6	2	0	"	"	"	2			30.26	83	83	79	84	"	"	5	"
7	2	4	"	"	East	2			30.27	83	82	79	84	"	"	4	"
8	3	5	24.9	"	E by N	3			30.28	83	83	79	84	b.c.l.	"	6	"
9	3	1	28.4	"	E N E	3			30.28	83	83	79	84	b.c.h.w.	strat	4	"
10	2	7	31.1	"	"	2-3			30.28	83	83	79	84	"	"	5	"
11	2	5	33.6	"	"	2-3			30.28	83	83	78	84	"	"	7	"
Mid.	2	2	35·8	"	"	2			30.27	83	83	78	84	"	"	8	"

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, September 12, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather clear and pleasant, except for a light shower about midnight. Gentle to light breze from S.E. by S. Barometer steady. At 2.40 set the royals. Steering a course N.W.½ N.

W.B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and warm. Light breze from S.E. by S. to S.E. by E. On course N.W.½ N. (p.c.) No change in sail. Red and bright orange sunrise. Barometer slowly rising. At 5.30 sighted the three masts of a ship, having S.E. by E. standing to the N.W.

R.B. Lindsley
Ensign U.S.N.

From 8 A.M. to Meridn.

Cloudy and threatening to N.W. and N.N.W. first part making away considerably after first hour.* Had quarters at 9.30 and exercised Divisions as follows: 1st Division gunnery instruction and infantry: 2nd Division sighting drill: 3rd Division great guns: Powder Division, gunnery instruction.* Light breze from S.E. backing to E.S.E. and coming back again to S.E. Barometer falling after first hour. Exercised signal cloths. On course N.W.½ N. till 10 o'clock, when by order of Commanding Officer changed course to N.N.W. At 9.15 set flying jib and for main and mizzen topmast staysails. At 12 o'clock set spanker. By order of Commanding Officer, confined in double irons for term of 3 days, Reynolds L.M. (App 3d.) for disobedience of orders.

L.M.a Mann
Ensign U.S.N.

From Meridn to 4 P.M.

Pleasant with passing rain squalls. Light airs to light breze with moderate squalls from East to N.E. Barometer falling. Smooth sea. Steering a course N. N.W. and by the wind on starboard tack until 3.45 when course was changed by order of Commanding Officer to N.W. by N. At 2.00 set gaff topsail. Took in royals, flying jib and gaff topsail to a squall and set them again after squall had passed.

D.D. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and warm. Lightning to Ed last hour. Light to gentle breze from E.N.E. at first hauling to S.E. and E.S.E. first half and back to E. by N. last hour. Steering course N.W. by N. until 4.30 when changed to N.N.W. and steered it rest of watch. Under all sail except main topsail. At 5.25 called all hands and took in all plain sail except spanker in 1 min: 26 sec: made all sail in 1 min: 35 sec.

J.B. Kelly
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather clear and pleasant, with gentle to light breze from E.N.E. Barometer steady. Lightning about horizon to S.W.

W.B. Whiteley
Lieutenant U.S.N.

Examined and found to be correct.

Reyn. N. Galt
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. at 0.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1	3	0	38.8	N. N W.	E. by N.	3			30.26	83	82	78	83	b.c.l.	cum.strat.	7	S.
2	2	7	41.5	"	"	2			30.24	83	82	78	83	"	"	6	"
3	2	1	43.6	"	"	2			30.24	83	82	78	83	"	"	6	"
4	2	0	44.7	"	"	2			30.23	83	82	78	83	"	"	5	"
5	1	8	45.5	"	"	2			30.23	83	82	78	83	"	"	6	"
6	2	0	Hauled in	"	"	2			30.24	83	82	78	83	b.c.	"	5	"
7	1	7	46.5	"	"	2			30.25	83	82	78	83	"	"	5	"
8	1	8	Hauled in	"	East	2			30.27	84	83	79	83	"	cumu.strat	5	"
9	2	0	46.5	"	E. by S.	2			30.29	84	83	79	83	"	"	6	"
10	1	5	47.0	"	E.S.E. by S.	1			30.28	84	84	78	83	"	cir.cumu	5	"
11	2	0	Hauled in	"	E. by S.	1-2			30.28	84	84	79	83	"	"	6	"
Noon.	2	0	"	"	E. by E.	1-2			30.27	83	85	80	83	"	"	5	"

Position at 8 A. M.: Latitude by D. R. from Noon 30° 09' 12" N.
Longitude by Observation 66° 15' 18" W.

Position at noon: Latitude by observation 30° 25' 02" N.
Longitude by observation 66° 27' 11" W.
Latitude by D. R. 30° 18' 12" N.
Longitude by D. R. 66° 21' 18" W.

Course made good since preceding noon: N 32½ W.

Distance made good since preceding noon: 61 miles.

Distance by Log since preceding noon: 53 miles.

Current per hour: .37 miles, set N 32½ W true.

Position at 8 P. M.: Latitude by D. R. from Noon 30° 36' 28" N.
Longitude by Chronometer from P.M. Observation 66° 38' 03" W.

Variation of compass: 6½° W.

Error of compass observed at 7.06 A. M. Ships head N by W 7/8 W. 6½° W.

Deviation of compass on N by W 7/8 W. 0° 41' W.

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 450 "

Coal consumed during the preceding 24 hours, 1 tons. 326 lbs.

Coal remaining on hand at noon, 135 tons 2100 "

Hour	Knots	Tenths	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. at 0.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1	1	8	Hauled in	N. N W.	E.S.E.	2			30.27	86	85	80	84	b.o.	cir.cumu	5	S.
2	0	9	"	N. by W 3/4 W.	East	2			30.24	86	85	80	84	"	"	5	"
3	2	2	"	"	E. by S.	2			30.23	86	85	80	84	"	"	4	"
4	1	5	"	"	E. by E.	2			30.23	86	85	80	84	"	"	4	"
5	1	6	"	"	"	2			30.23	85	84	79	84	"	"	4	"
6	1	4	"	"	"	1-2			30.23	85	84	79	84	"	"	4	"
7	1	3	"	"	East	1-2			30.24	85	84	79	84	b.o.l.	"	4	"
8	1	3	"	"	"	1-2			30.23	85	84	79	84	"	"	3	"
9	1	5	"	"	"	1			30.23	84	84	79	84	"	"	7	"
10	1	5	"	"	E.	1			30.23	83	84	79	84	"	"	7	"
11	1	5	"	"	"	1			30.23	83	83	79	84	"	"	6	"
Mid.	2	0	"	"	"	1-2			30.22	84	83	79	84	"	"	7	"

4—26

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, September 3, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Generally clear and pleasant. Gentle and light breze from E. by N. On course N.NW (pc) under all sail except main trysail. Lightning from clouds on lee horizon and three passing over from E. NE'd.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light breze from E. by N. to East. Barometer rising. On course N.NW. At 7.55 took in mainsail. At 6.30 sighted an hermaphrodite brig astern, standing to the Nd. At 7.15 sighted a few masted Spanish steamer standing about SW. by W. apparently loaded with troops. Set and dipped colors in answer to a similar salute. Smooth sea. Light scud coming over from E. by S.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridd.

Clear and pleasant. Light airs to light breze from E. by S. to SE by E. Barometer falling slowly. Smooth sea. Steering a course N.NW. under same sail as preceding watch. At 11.00, by order of Commanding Officer changed course to N. by W. and at 11.05 by same authority changed to N.N.W. At 8.15 hauled up main trysail and set lee clew of mainsail. At 9.30 mustered at quarters. Inspected and aired bedding. Broke out and cleaned Paymasters store room and started re-stowing. By order of Commanding Officer released from confinement and restored to duty P.A. Boltz (App 3 cl) expiration of sentence. Started fires for distilling at 8.15, in boiler B.

J.W. Jordan
Lieutenant U.S.N.

From Meridd. to 4 P.M.

Fair and warm. Light breze from E. SE. E. by S. and East. Barometer falling. Smooth sea. Steering course N.N.W. until 1.30 when changed to N. by W. 3/4 W. and steered it rest of watch. Under all sail except starboard clew of mainsail and main trysail. Exercised signal chest. Commenced distilling at 1.30. By order of the Commanding Officer P.B. Rambo, (A.3.c) was placed in solitary confinement on bread and water, for five days: Offence, persistent infraction of the rules of the ship, using tobacco.

J.T. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather fair, clouding up toward end of watch. Light airs to breze from E. SE. to East. Barometer steady. At 5.20, called away all boats, ahead for distant service: boats reporting ready as follows: Whaleboat in 2 mins: 5 sec: Gig 2 mins: 40 sec: 2nd Cutter, 3 mins: 22 sec: and 1st Cutter in 4 mins. Steering a course, Distilling.

W.B. Whiteley
Lieutenant U.S.N.

From 8 P.M. to Midd.

Fair and pleasant. Light airs and breze from East to SE. On course N. by W 3/4 W (p.c). At 10 hauled down flying jib ~~jib~~ for, main and buzzm topmast staysails. Lightning in clouds to Nd and SW. Distilling.

Examined and found to be correct.

R.D. Tisdale
Ensign U.S.N.

Rogers McCalla
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	4	Hauled in	N. by W. 3/4 W.	S.E. by S.	2			30.22	83	83	79	84	b.c.l.w.	cumr. nimbostrat.	4	S.
2	2	0	"	"	S.S.E.	2			30.20	83	83	79	84	"	"	4	"
3	1	7	"	"	"	2			30.20	83	83	79	84	"	"	3	"
4	1	8	"	"	"	2			30.20	83	83	79	84	"	"	4	"
5	1	8	"	"	"	2			30.19	83	83	79	84	b.c.l.	cir	4	"
6	1	8	"	"	"	2			30.19	84	83	79	84	b.c.	cumr. strat.	5	"
7	2	0	"	"	"	2			30.20	84	83	79	84	"	"	6	"
8	2	0	"	"	"	2			30.21	84	84	80	84	"	"	6	"
9	2	0	"	"	"	2			30.23	85	85	80	84	"	cumr. nimb.	5	"
10	2	0	"	"	"	2			30.24	86	86	81	84	"	"	3	"
11	2	0	"	"	"	2			30.24	86	87	82	84	"	"	3	"
Noon.	1	8	"	"	"	2			30.23	86	87	82	84	"	"	3	"

Position at 8 A. M.: Latitude by D. R. from Noon 30° 54' 06" N.
Longitude by Observation 66° 50' 49" W.

Position at noon: Latitude by observation 30° 59' 38" N.
Longitude by observation 66° 54' 31" W.
Latitude by D. R. 31° 02' 58" N.
Longitude by D. R. 66° 49' 53" W.

Course made good since preceding noon: N 35° W.

Distance made good since preceding noon: 42 miles.

Distance by Log since preceding noon: 42.7 miles.

Current per hour: .22 miles, set S. 47° W. true.

Position at 8 P. M.: Latitude by D. R. from Noon 31° 12' 22" N.
Longitude by D. R. from Noon 66° 59' 43" W.

Variation of compass: 6° 15' W.

Error of compass observed at 7.07 A.M. Ships head N.N.W. 6° 49' W.

Deviation of compass on N.N.W. 0° 34' W.

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 900 "

Water remaining on hand fit for use at noon, 906 "

Coal consumed during the preceding 24 hours, 1 tons, 640 lbs.

Coal remaining on hand at noon, 134 " 1460 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	2	0	Hauled in	N. by W. 3/4 W.	S.S.E.	2			30.24	82	83	78	84	o.c.g.	cumr. nimb	0	S.
2	4	5	50.0 54.0	"	E. by N.	2-3			30.21	82	83	78	84	o.c.g.l.b.r.	"	0	"
3	2	0	Hauled in	N. by W. 1/2 W.	South	2			30.20	82	81	78	84	o.c.g.	"	0	"
4	3	0	54.0 55.2	"	S. by E.	2-3			30.22	82	81	78	84	"	"	0	"
5	1	8	Hauled in	"	S.S.W.	2			30.21	82	81	78	84	b.c.l.	"	0	"
6	2	2	57.9	N.E. 1/2 E.	N.N.W.	2-5	/		30.22	80	81	78	84	o.c.g.	"	0	"
7	2	0	59.4	N.E. by E.	"	3-4	/		30.24	80	80	78	84	o.c.l.b.d.	"	0	"
8	1	5	Hauled in	"	"	2-3	/		30.22	80	80	78	84	o.c.l.t.r.w.	"	0	"
9	1	0	59.4	East	N. by E.	2-3			30.21	80	79	77	84	"	"	0	"
10	3	8	63.1	N. by W. 1/2 W.	N.E. by E.	4			30.21	79	79	75	84	o.c.l.	"	0	"
11	2	6	65.2	"	E.S.E.	3-2			30.21	79	79	75	84	"	"	0	"
Mid	2	3	66.4	"	S.S.E.	2			30.21	79	79	76	84	b.c.l.		2	"

under the command of Commander E. T. Strong, U. S. Navy,

Friday, September 4, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and pleasant. Light breze from SE. by E to S.S.E. Barometer steady after first hour. On course N. by W. 3/4 W. At beginning of watch under jib spanker, gaff topsail hauled all square sail to royals except weather clew of mainsail. At 12.30 set muzzle topmast staysail and hauled it down at 2 o'clock. At 2.30 took in spanker and gaff topsail. Lightning on horizon between SE. and SW. Distilling.

L. McN. Ramee
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light breze from S.S.E. Barometer steady then rising. Smooth sea. Lightning around horizon from S. by W. to North. Steering a course N. by W. 3/4 W. No change of sail. Distilling.

J. N. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Noon.

Fair to cloudy, halo around the sun. Light breze from S.S.E. Barometer rising first half, falling last hour. Smooth sea. Steering course N. by W. 3/4 W. under jib and all square sail except starboard clew of mainsail. At 10.45 shifted fore topmast staysail. Distilling. At 9-30-26 rounded to General Quarters, Divisions ready as follows: After Powder, 9-31-50: Navigator 9-32-08: Third, 9-32-10: Forward Powder 9-33-14: First, 9-33-31, Second 9-34-02, all ready in 3 min: 36 sec. Secured at 9.59. At 10.05 exercised at fire quarters, got up provisions and mustered crew abreast of boats. Secured at 10.28. Distilling.

J. Lusby
Lieutenant U.S.N.

From Noon to 4 P.M.

Weather cloudy, with heavy rain squall between 1 and 2 o'clock, with thunder and lightning. Light to stiff breze in squalls from S.S.E. to E. by N. Barometer falling first part rising latter part of watch. At 1.20 took in royals and lee clew of mainsail, setting them again at 2 o'clock. Set and took in fore and aft sail several times as they would draw, first in one quarter then in the other, till end of watch when under jib and all square sail except the port clew of mainsail. At 2.25 changed course by order of Commanding Officer to N. by W. 1/2 W. Distilling.

W. B. W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Generally overcast and cloudy: lightning from West to S.E. through South and to N.E. especially last hour. Gentle breze from South first part: shifting at 6.20 to moderate and gentle breze from N.N.W. coming from heavy banks of clouds to N.W.d. which gradually worked around to S.W. and South and S.E. toward end of watch. On course N. by W. 1/2 W. until 5.15 when by the wind. Furled the light sails at 5.15 hauled up the lee clew of mainsail and took in the fore topmast staysail, spanker and main trysail. At 7. took a single reef in the topsails and hauled down jib. Barometer unsteady. Distilling. 42 lbs. coned bref, condemned by Board of Survey of which Lieut R. L. Gatt, was senior member and was thrown overboard.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight.

Generally overcast and cloudy and threatening, with lightning principally to W.d. and E.d. after first hour. Light to gentle breze coming from N.W.d to S.S.E and increasing in force to moderate breze second hour. By the wind on port tack till 8.45, when wore ship and headed course N. by W. 1/2 W. At 11 o'clock took in spanker and set jib. Barometer steady. Distilling.

Examined and found to be correct.

L. McN. Ramee
Ensign U.S.N. Navigator.

Roger N. Gaed
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	Stated the Sea.
A. M.																	
1	2	0	67.1	N. by W 1/2 W.	S by E.	2			30.20	80	80	76	84	b.c.l.	cum.cirr.	2	S.
2	2	5	Hauled	"	SE.	3			30.19	80	79	76	84	"	"	4	"
3	2	7	"	"	"	3			30.17	80	79	76	84	"	"	4	"
4	2	6	"	"	"	3			30.17	80	80	77	84	"	"	4	"
5	3	0	70.3	"	SE. by S.	3			30.16	80	80	77	84	"	"	4	"
6	4	0	74.0	"	SSE.	3-4			30.18	81	80	77	84	"	"	4	"
7	5	2	79.2	"	South	4-5			30.20	80	81	78	83	b.c.q.p.l.d.	"	2	"
8	4	8	84.0	"	S. SW.	4-5			30.20	79	79	77	83	b.c.p.d.	"	3	"
9	3	8	87.8	"	"	4			30.22	80	79	77	81	b.c.	"	3	"
10	3	2	91.0	"	South	3			30.22	81	81	79	81	"	"	3	"
11	3	0	94.0	"	SW.	3			30.22	81	81	79	81	o.c.d.	"	0	"
Noon.	3	5	97.5	"	"	3			30.22	80	81	77	81	o.c.r.	"	0	"

Position at 8 A. M.: Latitude by D. R. from Noon — 31 °43' 56" N.
Longitude by Observation — 67 °16' 31" W.

Position at noon: Latitude by observation — 31 °59' 06" N.
Longitude by observation — 67 °17' 00" W.
Latitude by D. R. — 31 °59' 27" N.
Longitude by D. R. — 67 °16' 31" W.

Course made good since preceding noon: N 18° W.

Distance made good since preceding noon: 62 miles.

Distance by Log since preceding noon: 70. miles.

Current per hour: ——— miles, set ——— true.

Position at 8 P. M.: Latitude by D. R. from Noon — 32°24' 42" N.
Longitude by D. R. from Noon — 67° 30' 24" W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 417 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 1483 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 133 " 180 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	Stated the Sea.
P. M.																	
1	5	0	2.4	N. by W 1/2 W.	W. by S.	4		1/4	30.22	80	81	78	81	b.c.p.	cum.cirr.	2	S.
2	3	9	6.4	"	S. by W.	3			30.18	80	81	78	81	"	"	4	"
3	2	0	8.7	"	"	2			30.19	82	82	79	81	b.c.	cir. cum.cirr.	5	"
4	2	0	8.5	"	SE. by S.	3			30.19	82	82	79	81	b.c.w.	"	5	"
5	3	7	12.0	"	South	3			30.19	82	82	79	81	b.c.q.p.	"	2	"
6	5	8	18.0	"	S. by E.	4-5			30.19	80	80	78	81	"	"	3	"
7	4	4	22.4	"	"	4			30.21	80	80	78	81	b.c.p.	"	2	"
8	3	2	25.6	"	"	4			30.21	80	80	78	81	b.c.	cum.	8	"
9	4	7	30.3	"	S by W.	4			30.22	80	80	78	81	b.c.w.	cum.cumt.	4	"
10	4	8	35.1	"	South	4			30.22	80	84	78	81	"	"	5	"
11	4	9	40.0	"	"	4			30.22	80	80	78	81	b.c.b.w.	"	5	"
Mid.	5	2	45.2	"	SW. by S.	4-5			30.21	80	80	78	81	b.c.b.	"	6	"

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, September 5, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and pleasant. Lightning around the horizon in the Ed. Pd, and Wd. Light to gentle breeze from S by E to SE. Clouds coming up from S.SW. Barometer falling then steady. Smooth sea. Steering a course N by W ½ W under single reefed topsails, foresail, jib, fore topmast staysail and main trysail. At 12.45 took in main trysail, set it again at 1.45. Distilling.

J. K. Jordan.
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy with lightning to Sd first three hours. Light squalls and passing showers last half. Gentle to stiff breeze from SE at first, hauling to S.SW last hour. Barometer fell first hour, rising rest of watch. Smooth sea. Steering course N by W ½ W. under jib, fore topmast staysail, foresail, single reefed topsails and main trysail at first. At 5.05 made all sail to royals, except spanker and gaff topsail, took in main trysail and set fore clew of mainsail. At 6.20 took in royals, mainsail, flying jib and main and mizzen topmast staysails, on account of squall on port quarter and ham. At 7.20 made all sail, except port clew of mainsail and main trysail. Carried at morning orders. Distilling.

J. B. Luby
Lieutenant U.S.N.

From 8 A.M. to Midd.

Weather cloudy and squally with drizzling rain. Moderate to gentle breeze from South to SW. Barometer steady. At 10 o'clock took in all fore and aft sail except the jib, setting them again at 11 o'clock. By order of Commanding Officer E.M. Reynolds (A.S.) was released his term of confinement having expired and was then re-confined for one day in double irons, for using abusive language to the man at the wheel. Distilling.

W.B. Whittlesey
Lieutenant U.S.N.

From Midd. to 4 P.M.

Cloudy to fair and warm. Moderate breeze from W by S. to light and gentle breeze from SW, South and SE by S. Ow course N by W ½ W (pc) At 12.15 took in royals and flying jib, setting them again at 12.30. At 3.30 took in all fore and aft sail except jib and set fore clew of mainsail instead of starboard. Distilling. Light rain first hour. Banks of rain clouds to Sd at end of watch. Quarterly Board of Survey condemned 5¼ lbs. canned corned beef, and by order of Commanding Officer it was thrown overboard.

R.P. Lisdale
Ensign U.S.N.

From 4 to 8 P.M.

Generally cloudy and squally first part, clearing near end of watch. Gentle to moderate breeze with stiff breeze in squalls 2nd hour. Ow course N by W ½ W. At 4.20 took in and furled royals. Set and took in main and mizzen topmast staysails several times during the watch, as they would draw. At 5.50 set royals and all fore and aft sail except spanker. Took in port clew of mainsail at 6.30 and set starboard clew at 6.55. At end of watch under all square sail (except weather clew of mainsail) jib and fore topmast staysail. Barometer rising slowly. Distilling.

L. M. Nanece
Ensign U.S.N.

From 8 P.M. to Midd.

Clear and pleasant. Moderate to stiff breeze from South to SW by S. Barometer steady then falling. Steering a course N by W ½ W. under same sail as preceding watch. At 11.30 set main and mizzen topmast staysails and flying jib. Distilling.

J. K. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

Rogers McVaht
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	5	2	50.4	N. by W 1/2 W.	S by W.	4-5			30.19	80	80	78	81	b.c.g.	cirro stratus & nimbus	5	S.
2	4	4	54.8	"	S. by E.	4			30.17	80	79	77	81	b.c.b.	"	5	"
3	3	7	58.5	"	"	4			30.15	80	80	78	81	"	"	7	"
4	4	3	62.8	"	South	4			30.15	80	80	78	81	b.c.	cumulus & strat	8	"
5	3	8	66.6	"	S.SE.	4			30.14	80	80	78	81	"	"	7	"
6	4	1	70.7	"	S. by E.	4			30.15	81	80	78	81	b.c.g.	cirro nimb & strat	6	"
7	4	6	75.3	"	"	4			30.16	82	81	79	81	b.c.	"	6	"
8	5	1	80.4	"	"	4-5			30.16	82	81	79	81	"	cumulus & strat	6	"
9	5	3	85.7	"	"	4-5			30.18	82	82	80	81	"	"	6	"
10	5	6	91.3	"	S.SW.	5			30.19	82	82	80	81	b.c.g.	cumulus & nimb	1	"
11	6	6	97.9	"	S.SE.	5-6			30.18	80	81	79	81	"	"	3	"
Noon.	6	4	4.3	"	S by E.	5-6			30.16	82	84	80	81	"	"	6	"

Position at 8 A. M.: Latitude by D. R. from Noon 33° 17' 33" N.
Longitude by Observation 68° 13' 00" W.

Position at noon: Latitude by observation 33° 37' 45" N.
Longitude by observation 68° 24' 27" W.
Latitude by D. R. 33° 27' 54" N.
Longitude by D. R. 68° 12' 00" W.

Course made good since preceding noon: N 30° W.

Distance made good since preceding noon: 112 miles.

Distance by Log since preceding noon: 108.7 miles.

Current per hour: .43 miles, set West true.

Position at 8 P. M.: Latitude by D. R. from Noon 34° 15' 05" N.
Longitude by D. R. from Noon 69° 06' 31" W.

Variation of compass: 7° 00' W.

Error of compass observed at 6.53 A. M. Ships head N. by W. 1/2 W. 7° 50' W.

Deviation of compass on N. by W 1/2 W. 0° 50' W.

Water expended during the preceding 24 hours, 420 gallons.

Water distilled during the preceding 24 hours, 1026 "

Water remaining on hand fit for use at noon, 2059 "

Coal consumed during the preceding 24 hours, 1 tons. 640 lbs.

Coal remaining on hand at noon, 131 " 1780 "

P. M.																
1	6	0	10.3	N by W 1/2 W.	S by E	5			30.14	85	84	80	81	b.c.	cirro nimb & strat	5	S.
2	7	3	17.6	N W 3/4 N.	"	6			30.14	85	84	80	81	"	"	4	"
3	7	8	25.4	"	"	5-6			30.12	84	84	80	81	"	"	4	"
4	6	6	32.0	"	SW. by S.	6-7			30.14	81	82	79	81	o.c.g.v.	"	0	"
5	6	3	38.3	"	"	6-7			30.13	80	81	78	81	b.c.g.p.	"	2	"
6	5	8	44.1	"	"	6			30.12	80	81	78	81	b.c.d.	"	3	"
7	6	0	50.1	"	S.SW.	6			30.12	81	81	79	81	b.c.p.b.	"	2	"
8	5	1	55.2	"	"	5			30.11	81	81	79	81	"	"	2	"
9	4	4	59.6	"	"	5			30.13	81	81	79	81	b.c.b.	cirro nimb & strat	4	"
10	3	9	63.5	"	SW	4-5			30.13	80	80	79	81	b.c.g.v.b.	"	1	"
11	1	5	Hauled in	"	"	2			30.13	80	80	79	81	b.c.b.	"	2	"
Mid.	3	0	"	"	SW. by S.	3			30.13	81	80	79	81	"	"	3	"

under the command of Commander E. T. Strong, U. S. Navy,
Saturday, September 6, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to clear and pleasant. Light squalls first hour. Moderate to stiff breze from S by W, S. by E. and South. Barometer falling. Smooth sea. Steering course by W 1/2 W. under all sail except fore clew of mainsail, main topsail, spanker and gaff topsail at first at 1.05 took in flying jib and all staysails and at 3.40 set them again. Distilling.

J. E. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather fair, heavy cloud bank to N eastward during middle of watch. Moderate to stiff breze from S.S.E. to S by E. Barometer rising. At 4.30 took in fore and aft sail except the jib. At 5.30 set the fore clew, taking in the starboard clew of mainsail. Steering a course. Distilling.

W. S. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Noon.

Generally cloudy. Stiff and fresh breeze from S by E generally and from S.S.W. from 9.45 to 10.30, when had light rain, rain and wind squall from S.S.W. passing ahead and astern. At 10.15 set all fore and aft sail except flying jib, taking in all except jib at 10.30. On course N. by W 1/2 W. At 9.30 had quarters for inspection. An English steamer passed ahead at 10.15 bound to W.N.W. Distilling. Moderate following sea. Low clouds from S.S.W. and high cirrus from N.W. at end of watch. By order of Commanding Officer released from confinement, C. W. Reynolds (App 3 cl) his term of punishment having expired.

R. D. Tisdale
Ensign U.S.N.

From Noon to 4 P.M.

Cloudy with stiff and fresh breeze increasing in force in squalls. Heavy rain squall last hour. On course N. by W 1/2 W. till 1 o'clock, when by order of Commanding Officer changed course to N.W. 3/4 N. patent log 10.3. At 12.20 set mizzen topmast staysail and at 1 o'clock main topmast staysail. At 3.30 took in and furled royals, topgallant sails, jib, main and mizzen topmast staysails. Hauled up mainsail and set fore topmast staysail. Squalls during watch on weather bow and quarter, passing ahead till last hour. Distilling. Barometer steady.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy passing rain squalls, lightning in the N.W. and West. Stiff to fresh breeze from S.W. by S. to S.S.W. Upper strata of clouds coming over from the W.N.W. and having a tendency to form an arch last hour of watch. Barometer steady, falling 01 last hour of watch. Crossed the line from South and S.W. Steering a course N.W. 3/4 N. under topsails, foresail and fore topmast staysail. At 5.15 set main and mizzen topmast staysails, jib and topgallant sails. Took them in and furled them at 6.45. At 7.30 called all hands and took two reefs in topsails. Distilling.

N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy with lightning to N.E. and W.N.W. and N.N., light squall with rain second hour. Light to stiff breze from S.S.W., S.W. and S.W. by S. Barometer rose first hour then steady. Steering course N.W. 3/4 N. under fore topmast staysail, foresail and double reefed topsails. Distilling.

J. E. Luby
Lieutenant U.S.N.

Examined and found to be correct.

Rogers McCalla
Lieutenant U.S.N. Navigator.

4—966

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay. L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	4	5	68.0	NW. 3/4 W.	SW. by S.	5			30.11	81	81	79	81	b.c.l.w	cumuli	2	M.
2	4	0	72.6	"	"	4-5			30.09	81	80	79	81	"	"	4	"
3	4	4	76.4	"	"	5			30.07	81	80	79	81	"	"	3	"
4	4	1	80.5	"	SSW.	4-5			30.07	81	81	79	81	"	"	3	"
5	4	6	85.1	"	South	4-6			30.06	81	81	79	81	b.c.q.	"	2	"
6	4	9	90.0	"	"	4-5			30.06	81	81	79	81	b.c.	"	3	"
7	5	5	95.5	"	"	4-5			30.08	80	80	78	80	b.c.q.r.	"	2	"
8	6	3	1.8	"	SbyW.	5			30.08	80	81	79	80	b.c.	"	3	"
9	5	5	9.3	"	SSW.	5			30.11	81	81	79	81	"	"	3	"
10	6	9	16.2	"	"	5			30.11	81	81	79	81	"	"	3	"
11	6	4	22.6	"	SW. by S.	4			30.11	81	81	79	81	"	"	3	"
Noon.	5	4	28.0	"	"	5			30.09	82	82	79	81	"	"	2	"

Position at 8 A. M. { Latitude by D. R. from Noon: 34° 49' 53" N.
Longitude by Observation: 69° 41' 17" W.

Position at noon: { Latitude by observation: 35° 18' 22" N.
Longitude by observation: 70° 02' 23" W.
Latitude by D. R.: 35° 07' 59" N.
Longitude by D. R.: 70° 05' 55" W.

Course made good since preceding noon: N 40° W.

Distance made good since preceding noon: 131 miles.

Distance by Log since preceding noon: 127.2 miles.

Current per hour: .46 miles, set N 16° E true.

Position at 8 P. M. { Latitude by D. R. from Noon: 35° 34' 47" N.
Longitude by D. R. from Noon: 70° 26' 23" W.

Variation of compass: 7° 00' W.

Error of compass observed at 7.05 A.M. Ships head NW 3/4 N. 9° 04' W.

Deviation of compass on NW 3/4 N. 2° 04' W.

Water expended during the preceding 24 hours, 440 gallons.

Water distilled during the preceding 24 hours, 1050 "

Water remaining on hand fit for use at noon, 2669 "

Coal consumed during the preceding 24 hours, 1 tons, 720 lbs.

Coal remaining on hand at noon, 130 " 1060 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	5	9	33.9	NW. 3/4 N.	South	5			30.09	82	82	79	81	b.c.	cumuli	2	M.
2	5	6	39.5	"	SSE	5			30.09	82	82	79	81	o.c.	"	0	"
3	2	5	42.0														
	0	3	42.3	North	West	1-0			30.09	80	81	78	81	"	"	0	"
4	0	7	Hauled in	NE. by E	NNW.	1-0			30.09	80	81	78	81	o.c.d.	"	0	"
5	0	5	"	East	NW. by W.	NNE	4-6	3/4	30.09	80	81	78	81	o.c.q.p.d.	"	0	"
6	2	5	"	NW.	NE	6-8	3/4	30.10	80	81	78	81	o.c.q.p.	"	0	"
7	3	0	44.8	NW.	"	6-8	1	30.10	76	75	75	81	"	"	0	"
8	3	6	47.8	NW. by N.	"	6-8	1	30.02	76	75	75	81	"	"	0	"
9	4	0	51.8	"	NE. by E.	6-8	1	30.01	76	76	76	81	"	"	0	"
10	2	6	54.4	"	"	6-8	1	29.98	76	76	76	81	"	"	0	"
11	4	0	58.4	"	"	6-8	1	29.98	76	76	76	81	"	"	0	"
Mid.	5	4	63.8	"	"	7-8	1	29.98	76	76	76	81	"	"	0	"
	3	0	70.1	"	"	7-9	1	29.96	76	76	76	81	"	"	0	"

under the command of Commander E. T. Strong, U. S. Navy,

Monday, September 7, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather fair heavy cloudy banks passing over from S.W. to N.E. Lightning about the horizon. Barometer falling. Ship under fore topmast staysail, foresail and doublereefed topsails. Distilling. Moderate to stiff breeze from S.W. by S. to S.S.W.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy. Stiff and fresh breeze from South and S. by W. Rain and wind squalls from South passing ahead and astern, one over ship about 6. At 5.30 made square sail to royals, except fore clew of mainsail, and at mizzen topmast staysail. Cleared up royals at 6, to passing squall setting them again when over. Our course N.W. 3/4 W. (p.c.). At 6, sighted a barque on lee bow, standing to E. and a schooner to S.E. Moderate. Southerly swell. Distilling.

R.D. Tisdale
Ensign U.S.N.

From 8 A.M. to Noon.

Cloudy with rain squalls passing ahead and astern. Stiff breeze from S.S.W. to South shifting one hour to S.W. by S. and decreasing in force to moderate breeze. Barometer falling latter half. Our course N.W. 3/4 W. under sail as at end of previous watch till 10.30, when set jib and main topmast staysail. At 11.30 hauled down fore topmast staysail. Had quarters at 9.30 and drilled Divisions as follows:- 1st Division, infantry: 2nd Division, cutlass sticks; 3rd Division, pistols: Powder Divisions, gunnery instruction. Had scow and ship instruction 2nd period and exercised signal class. Released from confinement by order of Commanding Officer, Stuart, I.D. (A.3.c.) - his period of confinement having expired. Moderate sea from South. Distilling.

L. McC. Hance
Ensign U.S.N.

From Noon to 4 P.M.

Cloudy weather, passing rain squalls around horizon. Stiff breeze from South to S.S.E. until 2.35, when wind died out and shifted to West and then to N.N.W. in light airs rest of watch. Barometer steady. Close chop sea from S.S.E. and S.S.W. Steering a course N.W. 3/4 N. until headed off, then by the wind on port tack. Distilling. Flushed bilges. Exercised apparatuses at signals, head and compass.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast and squally with heavy rain showers. Light airs to moderate breeze from N.E. and E.N.E. at first, shifting to N.E. and E. about 4.30, and blowing a moderate breeze increasing to fresh breeze and moderate gale in squalls. Barometer rising slowly then falling rapidly last hour. Moderate sea. At 4.15 took in and furled royals. At 4.30 wore ship and took in mainsail and topgallant sails. At 5.40 called all hands and double reefed topsails, hauled down and stowed jib and furled mainsail. Rove for storm staysail and storm mizzen. Stopped distilling at 7.30 and hauled fires.

J. C. Fuller
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather overcast and cloudy with heavy rain squalls. Fresh breeze to strong gale in squalls from N.E. by E. Barometer falling. Moderate sea, wind and sea increasing at end of watch. At 8.15 took in spanker.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

Roger N. Galt
Lieutenant U.S.N. Navigator.

4-980

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira, to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	6	4	76.5	N.N.W. by N.	N.E.	7-9			29.94	79	76	72	81	o.c.g.r.	cum.cirri	0	Mo.
2	6	3	82.8	"	"	7-9			29.92	79	76	72	81	"	"	0	"
3	5	4	89.2	"	"	8-10			29.87	78	76	72	81	"	"	0	"
4	1 2	8 9	91.0 93.9	N.N.W.	"	8-10			29.84	78	76	72	81	"	"	0	"
5	7	8	1.7	"	"	8-10			29.81	78	76	74	81	"	"	0	R.
6	7	6	9.3	"	"	8-10			29.81	78	75	75	81	"	"	0	"
7	7	2	16.5	"	"	8-10			29.82	78	76	76	81	"	"	0	"
8	8	3	24.8	"	N.E. by N.	8-11			29.80	78	76	76	81	"	"	0	"
9	7	8	32.6	"	"	9-11			29.80	78	76	76	81	"	"	0	"
10	5 0	2 4	37.8 Hauled in	East	"	9-11	6		29.79	76	76	76	81	"	"	0	"
11	1	0	"	"	North	9-12	6		29.77	76	76	76	81	"	"	0	"
Noon.	1	0	"	E. by N.	N. by W.	10-12	6		29.74	76	76	76	81	"	"	0	"

Position at 8 A. M.: Latitude by D. R. from Noon — 36° 07' 34" N.
Longitude by D. R. from Noon — 71° 56' 08" W.

Position at noon: Latitude by observation — No observation — ° ' "
Longitude by observation — " " — ° ' "
Latitude by D. R. — 36° 08' 10" N.
Longitude by D. R. — 71° 56' 23" W.

Course made good since preceding noon: No observation

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: 116.9 miles.

Current per hour: ——— miles, set ——— true.

Position at 8 P. M.: Latitude by D. R. — 35° 59' 50" N.
Longitude by D. R. — 71° 44' 23" W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 331 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, tons. 640 lbs.

Coal remaining on hand at noon, 130 " 420 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	1	0	Hauled in	E. by N.	N. by W.	10-11	6		29.69	75	75	75	81	o.c.g.r.	cum.cumuli	0	R.
2	1	5	"	E. N.E.	"	10-11	6		29.70	75	75	75	81	"	"	0	"
3	1	5	"	"	"	10-11	6		29.72	76	76	76	81	"	"	0	"
4	1	5	"	"	"	11	6		29.65	75	75	75	81	"	"	0	"
5	1	0	"	E. by N.	"	11	7		29.62	77	76	76	81	"	"	0	"
6	1	0	"	"	"	11	7		29.60	78	76	76	81	"	"	0	"
7	1	0	"	"	N.N.W.	11	7		29.60	78	76	76	81	"	"	0	"
8	1	0	"	E. N.E.	N.W.	9-11	7		29.60	78	77	76	81	"	"	0	"
9	0	7	"	N.E.	N.N.W. by W.	9-11	7		29.65	78	77	76	81	o.c.g.p.	"	0	"
10	0	7	"	N.E. by N.	"	9-11	7		29.65	77	76	76	81	"	"	0	"
11	1	0	"	"	"	9-11	7		29.66	77	76	76	81	"	"	0	"
Mid.	1	0	"	"	"	9-11	7		29.66	77	76	76	81	"	"	0	"

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, September 8, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy, rainy. Moderate to fresh gale in squalls from NE. gradually increasing. Under double reefed topsails, foresail and fore topmast staysail until 3, when called all hands & close reefed the topsails and single reefed the foresail. On course NW by N. until 3.40, when changed to W.N.W. patent log 9½0. Barometer falling each hour. Sea increasing and bad looking weather.

R. D. Tindale
Ensign U.S.N.

From 4 to 8 A.M.

Overcast, cloudy, squally, rainy. Moderate to strong gales from NE and NE by N., with gales in squalls at first, increasing in frequency and to force of heavy gales. Barometer steady at first rising one hour and falling slightly at end of watch. At 7.40 cleared down head of main trysail. Put jumpers on main yard and battened down hatches. Rough sea running with the wind.

L. McN. Hamer
Ensign U.S.N.

From 8 A.M. to Midnt.

Overcast, cloudy and rainy. Strong to heavy gale with violent squalls from NE by N. to N by W. Barometer falling. Rough sea from NE. to NNorth. Steering a course NNW under close reefed topsails, single reefed foresail, foot of main trysail and fore topmast staysail. At 9.30 won ship and laid to on port tack, furling foresail and fore topsail, storing fore topmast staysail, and setting fore storm staysail and storm mizzen. By order of Commanding Officer released from confinement and restored to duty, S. B. Rambo (A.S.C.)

D. W. Jordan
Lieutenant U.S.N.

From Midnt. to 4 P.M.

Overcast, cloudy, squally and misty, with almost continuous heavy rain. Barometer rising at first, falling last hour. Blowing a gale, increasing in squalls to heavy gale. Lying to on port tack, under fore storm staysail, close reefed main topsail, main trysail and storm mizzen. At 3.40 took in and furled main topsail. Ship laboring heavily in rough broken sea from NE. and North.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather overcast and cloudy with frequent rain squalls. Heavy gale from N by W to NW. with longer lulls towards end of watch. Rough sea but shipping very little water. Oil bags on weather side. Got up and furled the mizzen storm staysail.

W. R. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midt.

Overcast and cloudy. Fresh to very heavy gale from NW and NNW by W in squalls. Lying to on port tack, no change in sail. Barometer began to rise at 9. Cleared over head several times during second hour. Heavy NNWly sea. Ship riding easily.

R. D. Tindale
Ensign U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4—985

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	1	0	Hauled in	N E. by N.	N W. by W.	8-10		7	29.71	76	75	75	81	o.c.q.	cumus cirrus	0	H.G
2	1	0	"	"	"	8-10		7	29.73	76	75	75	81	"	"	0	"
3	1	0	"	N. by E 1/2 E.	W. N W.	8-9		7	29.73	76	75	75	81	o.c.q.d.	"	0	"
4	1	0	"	"	"	7-9		7	29.74	76	75	75	81	"	"	0	"
5	1	0	"	N N E.	"	7-9		6	29.80	76	75	75	80	o.c.q.p	cumb.	0	"
6	1	0	"	"	"	7-9		6	29.81	76	75	75	80	"	"	0	"
7	1	0	"	"	W. by N.	6-9		6	29.83	76	75	75	80	"	"	0	"
8	1	0	"	"	"	6-7		6	29.85	76	75	75	80	o.c.q.	cum cumb	0	"
9	1	0	"	"	"	5-7		6	29.90	76	75	75	80	o.c.q.p.	"	0	H.G
10	1	0	37.8 38.6	N. by E.	"	5-7		5	29.86	76	75	75	80	b.c.q.p.	"	1	"
11	2	4	40.5	"	"	5-7		3	29.91	76	76	75	80	o.c.q.p.	"	0	"
Noon.	2	8	42.3	N 1/2 E.	"	4-7		3	29.91	76	76	75	80	"	"	0	"

Position at 8 A. M. { Latitude by D. R. — 36 °59 ' 35 " N.
Longitude by D. R. — 71 °27 ' 47 " W.

Position at noon: { Latitude by observation — 36 ° 52 ' 03 " N.
Longitude by observation — 71 ° 18 ' 25 " W.
Latitude by D. R. — 36 ° 16 ' 43 " N.
Longitude by D. R. — 71 °21 ' 59 " W.

Course made good since preceding noon:

Distance made good since preceding noon: 27.1 miles.

Distance by Log since preceding noon: miles.

Current per hour: 1.4 miles, set N 6° E. true.

Position at 8 P. M. { Latitude by D. R. from Noon — 37 ° 23 ' 43 " N.
Longitude by Chronometer from P.M. Observation — 71 ° 24 ' 00 " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 550 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2050 "

Coal consumed during the preceding 24 hours, tons. 640 lbs.

Coal remaining on hand at noon, 129 " 2020 "

P. M.																	
1	3	2	45.5	N 1/2 W.	W. by N.	5-7		3	29.94	77	76	75	80	o.c.q.p.	cum. cumb	0	H.
2	4	0	49.5	N 1/4 W.	"	5-7		2	29.92	77	77	76	80	"	"	0	"
3	4	4	53.9	N 1/2 W.	"	5-7		2	29.94	77	77	76	80	"	"	0	"
4	4	5	58.4	"	"	6-7		2	29.94	77	77	76	80	o.c.d.q.	"	0	"
5	4	4	62.8	N by W.	West	6-7		1 1/2	29.95	77	76	75	79	"	"	0	"
6	4	1	66.9	N N W.	W. by N.	6-7		1 1/2	29.93	76	75	74	79	"	"	0	"
7	4	3	71.2	"	"	6-7		1 1/2	29.93	75	75	74	79	"	"	0	"
8	3	9	75.1	"	"	6-7		1 1/2	29.93	76	75	74	79	"	"	0	"
9	3	7	78.8	North 1/2 West	West	5-7		1 1/2	29.93	76	75	73	79	b.c.q.	"	1	"
10	3	2	82.0	North	"	5-7		1 1/2	29.95	76	75	73	79	"	"	2	"
11	3	0	84.7	N by W.	W. by S.	4-6		2	29.96	76	75	73	79	"	"	2	"
Mid.	2	8	87.5	"	"	4-6		2	29.96	77	75	73	79	"	"	2	"

under the command of Commander E. T. Strong, , U. S. Navy,

Wednesday, September 9 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and squally with light driving rain latter part. Moderate gale to fresh breeze last hour from N.W. by W. to W.N.W. with gales to strong gales in squalls. Barometer rising. Hove to on port tack under fore storm staysail, fore of main trysail, and storm mizzen. Heavy cbs sea from S.E. and N.W. Riding all on weather bow, braw aild quarter.

L. M.c Namee
Ensign U.S.N.

From 4 to 8 A.M.

Overcast cloudy passing showers. Fresh breeze with heavy squalls first part of watch, from W.N.W. to W. by N. Barometer rising. Heavy sea from N.E. with cross sea from N.W. Lying to on port tack under fore storm staysail, fore of main trysail and storm mizzen. Riding easily, no water coming aboard. Rising all.

D. N. Jordan.
Lieutenant U.S.N.

From 8 A.M. to Midd.

Overcast to cloudy with moderate squalls and passing showers. Barometer fell, then rose and remained steady last two hours. Moderate to fresh breze from W. by N. Lying to on port tack at first At 8.45 set fore topmast staysail and fore and main topsails double reefed and foresail single reefed. At 10, hauled down fore storm staysail. At 11.30 shook one reef out of topsails and foresail, set mainsail and jib. By the wind on port tack after 9 o'clock. Ship pitching easily to long heavy sea from N.W.

L. Luby
Lieutenant U.S.N.

From Midd. to 4 P.M.

Weather overcast and cloudy and squally. Stiff to fresh breze from W. by N. Barometer steady. Light rain in the squalls. At 12.15 set main and mizzen topmast staysails and spanker. At 1.15 took in main and mizzen topmast staysails. At 2 o'clock set mizzen storm staysail. Ship by the wind, pitching easily to heavy head sea, gradually hauling on the bow.

W. B. W. Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast and cloudy. Fresh breezes from W. by N. By the wind port tack. At 5, took in and unbent mizzen storm staysail. Rough N.W. by W. sea.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midd.

Cloudy and pleasant. Stiff to moderate breze from West and W. by S. with fresh breze in squalls. Barometer rising. By the wind on the port tack, under sail as at end of previous watch. Moderate cross sea.

L. M.c Namee
Ensign U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4—880

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal Madeira to Gardiners Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	2	1	89.6	N by W 1/2 W.	W. by S.	4-5		1 1/2	29.97	77	76	73	79	o.o.g.w.	cum-nimb	0	Lt.
2	2	9	92.0	"	"	4-5		1 1/2	29.97	77	76	72	79	"	"	0	"
3	2	0	93.7	N. N W.	W. S W.	3-4		1 1/2	29.96	77	76	72	79	b.c.g.w.	"	3	"
4	2	8	96.1	N. N W 1/2 W.	S W. by W.	3-5		1 1/2	29.97	77	76	73	79	"	"	3	"
5	2	7	98.8	N W by N.	W. S W.	4		1 1/2	29.96	78	77	73	79	b.c.	cumulus	4	Ch.
6	4	6	3.4	N N W 1/2 W.	W. by S.	5		1 1/2	29.97	79	77	73	79	"	"	5	"
7	5	1	8.5	"	"	5		1 1/2	29.97	79	76	74	82	"	cir. stud.	8	"
8	5	3	13.8	N N W 3/4 W.	"	5		1 1/2	29.98	79	76	74	82	"	"	8	"
9	5	2	19.0	N by W 1/2 W.	"	5		1 1/2	30.04	78	76	74	74	"	"	7	"
10	5	0	24.0	"	"	4		1 1/2	30.04	77	76	74	74	"	"	7	"
11	5	0	29.0	N. W.	"	4		1 1/2	30.01	76	76	74	72	b.o.m.	"	8	"
Noon.	4	3	33.3	N W. by N.	W. S W.	4		1 1/4	30.04	76	76	74	72	"	"	8	"

Position at 8 A. M.: Latitude by D. R. from Noon 38 ° 00 ' 39 " N.
Longitude by Observation 70 ° 24 ' 47 " W.

Position at noon: Latitude by observation 37 ° 49 ' 57 " N.
Longitude by observation 70 ° 38 ' 56 " W.
Latitude by D. R. 38 ° 18 ' 07 " N.
Longitude by D. R. 71 ° 44 ' 06 " W.

Course made good since preceding noon: N. 27 ° E.

Distance made good since preceding noon: 64 miles.

Distance by Log since preceding noon: 92.5 miles.

Current per hour: 2.46 miles, set S 61 ° E. true.

Position at 8 P. M.: Latitude by D. R. from Noon 38 ° 12 ' 57 " N.
Longitude by Chronometer from S W. Observation 70 ° 47 ' 21 " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1650 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, 129 " 2020 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	3	8	37.1	N W. by N.	W. S W.	3-4		1/2	30.05	76	76	75	72	b.c.w.	cir. cum.	7	W.
2	4	4	41.5	"	S W. by W.	4		1/2	30.04	77	76	75	72	"	"	7	"
3	4	9	46.4	"	"	4		1/2	30.04	77	76	75	73	"	"	8	"
4	5	1	51.5	"	W. S W.	4		1/2	30.04	78	76	75	73	"	"	7	"
5	4	5	56.0	"	"	4		1/4	30.03	78	76	75	74	b.c.m.w.	"	6	"
6	2	9	58.5	"	"	3		1/2	30.04	76	76	75	74	"	"	6	"
7	1	9	Hauled in	"	"	2		1	30.06	75	75	73	74	"	"	6	"
8	2	2	"	"	"	2		3/4	30.08	75	75	73	74	"	"	5	"
9	2	0	59.3	"	"	2		1	30.11	75	74	73	72	b.c.w.	"	7	L.
10	0	7	Hauled in	"	"	0-1		4	30.12	75	74	73	72	"	"	7	"
11	0	7	"	N W.	"	0-1		4	30.11	75	74	73	72	"	"	7	"
Mid.	0	7	"	"	"	1		4	30.11	75	74	73	72	"	"	8	"

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, September 10, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast cloudy clearing latter part of watch. Gentle to moderate breze with stiff squalls from N. by E. to E.N.E. by N. Barometer steady. Long swell from N'd with cross sea from E'd. Steering by the wind on port tack under single reefed topsails jib fore topmast staysail and spanker until 3.30 when shook reefs out of topsails and steered a course N.N. by N. Ship pitching heavily into head sea at times until on her course when she went along easily.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy at first clear after sunrise pleasant weather. Moderate to stiff breze from N. by E. and N.E.N. Barometer rising slowly. Moderate sea. On course N.N. by N. first known then by the wind on port tack. Under plain sail to topsails at first. At 4.50 set topgallant sails hauled mains and mizzen topmast staysails. Carried out morning orders.

J. B. Luby
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Weather clear and pleasant, with stiff to moderate breze from N. by E. to N.E.N. Barometer steady. At 10.15 mustered crew at quarters and made out clothing requisitions. At 11.30 set royals, flying jib and gaff topsail. By the wind till 11 O'clock when came to course N.N. by N. By order of Commanding Officer, C. H. Reynolds, App. 3 class was placed in solitary confinement on bread and water for three days for repeated gross disorder at the wheel.

W. B. Whiteley
Lieutenant U.S.N.

From Meridian to 4 P.M.

Clear and pleasant. Moderate breze from N.E.N. and E.N.E. by N. On course N.N. by N. No change in sail. Moderate N.N.E. sea. Light haze around horizon.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Moderate to light breze from N.E.N. Rising barometer. No change in sail. At 5.05 sighted a steamer bearing about E.S.E. by N. and standing to N'd.

L. M. Nauman
Ensign U.S.N.

From 8 P.M. to Mid.

Clear and pleasant. Very heavy dew. Calm and light airs from N.E.N. to East. Barometer steady. Steering a course N.N. by N. when steerageway permitted, under all sail except main trysail. At 9.15 took in spanker gaff topsail. At 9.45 hauled up spanker and hauled down mizzen topmast staysail.

J. N. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-385

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Funchal, Madeira, to Gardiners Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	1	4	Hauled in	N.W. by N.	South	1			30.11	74	74	74	72	b.c.m.r.	cum	8	S.
2	1	3	"	"	"	1-0			30.11	74	74	73	72	"	"	9	"
3	0	8	"	"	"	1-0			30.11	73	73	73	72	"	"	8	"
4	1	0	"	"	"	1-0			30.11	74	73	73	72	"	"	8	"
5	1	1	"	"	"	1			30.12	74	73	73	71	"	cir. strat	8	"
6	1	5	"	"	"	1			30.13	74	73	73	71	b.c.m.	"	9	"
7	1	0	"	"	"	1			30.15	75	74	73	71	"	"	8	"
8	0 9 / 0 2	"	"	North	"	1			30.16	75	74	74	71	"	"	8	"
9	1	5	"	"	"	1			30.17	75	75	74	69	"	cir. cum	7	"
10	1	0	"	"	"	1			30.18	77	76	75	69	"	"	8	"
11	1	5	"	"	S.S.E.	1-2			30.18	77	76	75	69	"	"	7	"
Noon.	2	0	"	"	S.E.	2			30.18	76	76	75	69	"	"	7	"

Position at 8 A.M. { Latitude by D. R. from Noon: 38° 23' 51" N.
Longitude by Observation ⊙: 71° 03' 15" W.

Position at noon: { Latitude by observation: 38° 23' 35" N.
Longitude by observation: 71° 06' 55" W.
Latitude by D. R.: 38° 29' 39" N.
Longitude by D. R.: 70° 58' 03" W.

Course made good since preceding noon: N 45° W.

Distance made good since preceding noon: 47 miles.

Distance by Log since preceding noon: 49 miles.

Current per hour: 3/8 miles, set S 43° W. true.

Position at 8 P.M. { Latitude by D. R. from Noon: 38° 50' 54" N.
Longitude by Chronometer from P.M. Observation ⊙: 71° 07' 43" W.

Variation of compass: 8° 30' W.

Error of compass observed at 7.15 A.M. Ships head N.W. 3/4 N. 9° 55' W.

Deviation of compass on N.W. 3/4 N. 1° 25' W.

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1250 "

Coal consumed during the preceding 24 hours, 2 tons. —— lbs.

Coal remaining on hand at noon, 127 " 2020 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	2	6	59.4	North	E.S.E.	2			30.17	75	75	74	69	b.c.m.	cir. cum. strat.	7	S.
2	1 / 0	6	64	N.1/4 E.	East.	2			30.17	75	75	74	69	"	"	7	"
3	3	0	64.6	"	"	3			30.17	75	74	73	69	"	"	7	"
4	3	3	67.9	"	"	3			30.17	75	74	73	71	"	cir. strat.	6	"
5	3	5	71.4	"	"	3	1/4		30.18	74	73	73	71	"	cum. cumil.	4	"
6	4	1	75.5	"	"	3	1/4		30.17	74	73	73	71	"	"	6	"
7	3	0	78.3	North	E by N	2	1/4		30.17	74	73	73	70	"	"	4	"
8	4	2	82.5	N.1/4 E.	"	4	1/4		30.17	74	73	73	70	o.c.m.p.	"	0	"
9	3	1	85.6	"	"	4	1/2		30.17	72	72	72	70	o.c.m.l.d.	"	0	"
10	4	0	89.6	"	"	4	1/4		30.18	72	72	72	70	"	"	0	"
11	3 / 0	2 / 5	92.8	"	"	4			30.18	72	72	72	70	"	"	0	"
Mid.	5	0	97.3	North	"	4			30.17	72	72	72	70	b.c.m.h.w.	"	0	"

under the command of Commander E. T. Strong, , U. S. Navy,

Friday, September 11 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear, bright starlight, heavy dew misty along horizon. Calm to light airs from South. Barometer steady. Smooth sea. On course N.W. by N. under all sail except main topsail, mizzen topmast staysail, spanker and gaff topsail set first at 12, set mizzen topmast staysail.

J. T. Lindsey
Lieutenant U. S. N.

From 4 to 8 A.M.

Weather clear, hazy about horizon. Light airs from South. Barometer rising. At 7.45 changed course to North, and took in all fore and aft sail except the jib. At 8.0 sighted a steamer broad on port bow, standing to Nd.

W. B. Whittlesey
Lieutenant U. S. N.

From 8 A.M. to Noon.

Generally clear overhead, hazy about Northern horizon, looking like a fog bank. Light airs from South to light breze from S.E. On course North (p.c.) At 11.30 set the mizzen topmast staysail. At 9.30 mustered at quarters and then exercised crew at General Quarters: the best time of the different divisions in casting lower brace as follows:- After Powder Division, 20 sec: Forward Powder Division, 42 sec: First Division, 50 sec: 3rd Division, 52 sec: Navigators Division, 1 min 16 sec: 2nd Division, 1 min: 20 sec. Secured at 9.53. Smooth sea. Steady barometer. Clouds gradually rising from S.E.

R. B. Tisdale
Ensign U. S. N.

From Noon to 4 P.M.

Clear and pleasant hazy around horizon. Light to gentle breze from E.S.E. to East. Steady barometer. At 12.50 set flying jib. Fore and main topmast staysails, spanker and gaff topsail. At 1.20 by order of Commanding Officer, Change course to N.1/4 E. patent log 60.4.

L. McNamee
Ensign U. S. N.

From 4 to 8 P.M.

Fair, clouding over latter part of watch. Very strongly colored sunset, yellow and red. Rainbow just before sunset. Shaped to the Nd of sun. Light to moderate breze from East to E. by N. Barometer steady. Smooth sea. Steering a course N.1/4 E. under same sail as preceding watch. At 4.45 hauled up watter clew of mainsail. At 7.30 hauled up lee clew and set main topsail. At 7.45 took in and furled royals and flying jib. Shut up smoke stack. At 7.30 started fires in boilers A & B and D.

J. N. Jordan
Lieutenant U. S. N.

From 8 P.M. to Noon.

Overcast to cloudy and misty, with drizzling rain first three hours: lightening to Sd and Ed and Sd and Wd. Moderate breze from E. by N. Barometer rose slightly first hour and fell slightly last hour. Smooth sea. Steering course N.1/4 E. under all sail to topgallant sails except mainsail at first. At 10.30 hove to with main topsail to the mast and coupled propeller. Filled away and called all hands. Shorten sail at 10.40, took in all square sail and gaff topsail. At 11.15 started ahead full speed with engines, steering North. Furled sail. Revolutions 40. Steam pressure 55 lbs.

J. T. Lindsey,
Lieutenant U. S. N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U. S. N. Navigator.

4-869

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Funchal, Madeira to Gardiners Bay. L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	7	5	5 3	North	N E.	4			30.17	72	72	72	68	b.o.n.l.w.	cum.cumb.	6	S.
2	6	9	12 2	"	"	4			30.17	71	70	70	68	"	"	6	"
3	6	3	18 5	"	N E. by N.	4			30.17	69	69	69	67	o.c.f.d.	"	0	"
4	6	0	24 5	"	"	4			30.17	68	68	68	67	"	"	0	"
5	7	1	31 6	"	"	4			30.18	68	68	68	67	"	"	0	"
6	7	2	38 8	"	"	4			30.20	69	69	69	67	"	"	0	"
7	6	9	45 7	"	N N E.	4			30.21	68	67	67	66	"	"	0	"
8	6	9	52 6	"	"	4			30.21	67	67	67	64	"	"	0	"
9	6	6	59 2	"	N E. by N.	4			30.21	67	67	67	64	"	"	0	"
10	7	3	66 5	"	"	5			30.21	68	67	67	67	"	"	0	"
11	7	2	73 7	"	"	5			30.21	68	67	67	67	"	"	0	"
Noon.	7	5	81 2	"	"	4			30.21	68	67	67	67	"	"	0	"

Position at 8 A. M.: Latitude by D. R. 40 ° 00 ' 50 " N.
Longitude by D. R. 71 ° 23 ' 01 " W.

Position at noon: Latitude by observation 40 ° 22 ' 30 " N.
Longitude by observation ° ' "
Latitude by D. R. 40 ° 29 ' 08 " N.
Longitude by D. R. 71 ° 28 ' 13 " W.

Course made good since preceding noon:

Distance made good since preceding noon: 124.8 miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 450 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 800 "

Coal consumed during the preceding 24 hours, 9 tons. 1680 lbs.

Coal remaining on hand at noon, 118 " 340 "

P. M.																	
1	6	3	87 5	North	N N E.	3			30.22	68	67	67	67	o.c.f.	cumb.	0	S.
2	5 20	0	93 5	N 3/4 E.	"	3			30.22	66	66	66	65	o.c.f.d.	"	0	"
3	7	2	1 7	"	N E	3			30.24	66	66	66	64	"	"	0	"
4	7	5	9 2	"	"	3			30.24	66	66	66	64	"	"	0	"
5	6	5	15 7	"	"	2			30.22	67	67	67	64	b.c.f.d.	"	0	"
6	2	1	17 8	"	E. N E.	2			30.21	67	66	66	64	"	"	0	"
7	At anchor			N E. by E.	"	2			30.22	67	67	67		o.c.f.d.	"	0	"
8				"	N N E.	1			30.22	68	68	68		"	"	0	"
9				E. by N.	"	1			30.22	68	68	67		f.	"	0	"
10				S E	"	2			30.22	68	68	67		"	"	0	"
11				S 1/2 E.	"	2			30.22	68	68	67		"	"	0	"
Mid.				S 1/2 W.	"	1			30.22	68	67	67		"	"	0	"

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, September 12, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather fair during first part of watch, fog settling in about 3 o'clock. Moderate breeze from N.E. to N.E. by N. Barometer steady. At 2 o'clock hard to slow down, disconnect main feed pump and use auxiliary feed. Ship under steam and all fore and aft sail except flying jib and gaff topsail. Steering a course. Steam pressure 55 lbs. No revolutions 41.

W. B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast and foggy. Moderate breeze from N.E. by N. and N.N.E. On course North (p.c.) Under steam and fore and aft sail until 6.30, then took in fore and aft sail. Smooth sea. Average steam pressure 55 lbs. Average revolutions 41. At 7.30 took sounding with Thomson Machine and found no bottom at 100 fathoms: at 8, took another finding 54 fathoms, hard bottom.

R. O. Tindale
Ensign U.S.N.

From 8 A.M. to Noon.

Generally overcast and foggy, with moderate and stiff breeze from N.E. by N. Steady barometer. On course North under steam alone till 8.45 when set jib, spanker and all topmast staysails. At 11.50 set main topsail. Got soundings during watch as follows:- 8 o'clock 54 fathoms: 9 o'clock 48 fathoms 10 o'clock 45 fathoms: 11 o'clock, 44 fathoms: 12 o'clock 38 fathoms, all hard bottom except last, when stopped ship to get up and down cast, showing sandy bottom. Got up and hove both bower chains. Smooth sea. Average steam pressure 55 lbs. Revolutions 42.

L. M. Nance
Ensign U.S.N.

From Noon to 4 P.M.

Foggy, occasionally lifting slightly. Gentle breeze from N. N.E. to N.E. Barometer rising slowly. Smooth sea. Steering as course. North, under steam and fore and aft sail. At 1.15 by order of Commanding Officer changed course to N. 3/4 E. Sounding with sounding machine at 12.50 in 35.5 fathoms, bottom, sand and black specks: at 2.30, in 29 fathoms, bottom shell, gravel and black specks: at 3.00 in 28 fathoms, bottom sand: at 3.30 in 22 fathoms, bottom sand: at 4.00, 21.5 fathoms, bottom yellow sand and black specks. Secured all clothing and small stores. Got both anchors off the bows ready for letting go.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Foggy and misty, lighting up considerably at 5, but closing in again. Light breeze to light airs from N.N.E. and E.N.E. Barometer falling slightly all first then rising slightly. Smooth sea. Steering course N. 3/4 E. under steam and fore and aft sail, except flying jib and gaff topsail. Got soundings as follows, with machine: at 4.15, 21 fathoms: 4.30, 19 1/2 fathoms: 4.45, 14 fathoms and 4.55, 12 1/2 fathoms, for all bottom grey sand and black specks. At 4.50 took in fore and aft sail and slowed to half speed. Commenced sounding with hand lead and coasting lead. At 5.30 got cast in 7 fathoms, stopped the engines, called all hands and brought ship to anchor at 5.40, with starboard anchor, veering to 45 fathoms cable, 11 fathoms water, sandy bottom. Banked fires. At fog trumpet audible, bearing about N. by W. Ebb tide setting to the S.E. and E.

J. B. Luby
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather foggy. Light airs and breeze from N.N.E. Barometer steady. Fog whistle with 1 min: 30 sec: intervals to N. by W. Shrunk of sun to N.E. About 10 o'clock a steamer passed us down, standing to the E.S.E. Banked fires and distilling.

W. B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

Rogers McCall
Lieutenant U.S.N. Navigator.

4-895

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage to Gardiners Bay and at anchor in Noyack Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles	State of the Sea.
A. M.	34																
1				S. by W.	N E	1			30.22	68	68	68		o. f d.	numl.	0	
2				"	Variable	0-1			30.21	68	68	68		o. f l.	"	0	
3				South	West	1			30.21	68	68	67		"	"	0	
4				"	"	2			30.21	68	68	67		o. f d.	"	0	
5				S. by W.	"	1			30.22	69	69	68		"	"	0	
6				N. N E.	S W.	1			30.24	70	70	69		"	"	0	
7				N E by N	S. by W.	2			30.26	70	70	69		"	"	0	
8				N E. by E.	N. N E.	1-2			30.26	69	68	68		"	"	0	
9				"	N E.	2-6			30.27	67	68	68		"	Cum. numb	0	
10				Various	"	6-7			30.27	67	66	66		b. c. m.	"	4	
11				"	"	6-7			30.28	67	65	64		"	"	3	
Noon.				"	"	6			30.29	67	65	64		"	"	3	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: 68 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at noon, 800 "

Coal consumed during the preceding 24 hours, 3 tons, 1840 lbs.

Coal remaining on hand at noon, 114 " 740 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles	State of the Sea.
P. M.																	
1				Various	N E. by E.	5			30.28	68	69	66		o. c.	Cum. numb	0	
2				"	"	4			30.28	68	69	66		b. c.	"	1	
3				N E.	N E.	4			30.29	66	65	64		o. c.	"	0	
4				N. N E.	N E. by N.	4-5			30.30	66	65	64		"	"	0	
5				N E.	N E.	5-7			30.32	64	63	62		b. c. m. g.	"	2	
6				N. N E.	"	5-7			30.31	64	63	62		o. c. m. g.	"	0	
7				N E by N	"	5-7			30.32	64	63	62		"	"	0	
8				N N E.	"	5-7			30.31	63	62	61		"	"	0	
9				N E by N	"	4-6			30.32	63	62	61		"	"	0	
10				"	"	5-7			30.32	63	62	61		"	"	0	
11				"	"	5-7			30.30	62	61	61		"	"	0	
Mid.				"	"	5-7			30.29	62	61	61		"	"	0	

under the command of Commander E. T. Strong, , U. S. Navy,

Sunday, September 13 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast thick fog, occasional light drizzling rain. Lightning to N.E'd. at times. Light airs from N.E., North to West. Fog trumpet at Montauk Point, and the surf plainly heard. Banked fires under boilers A. B. and D. Distilling. Tide running North judging from ships head.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and foggy, with heavy mist latter half. At 5 o'clock fog lifted to N'd. and made out Montauk Light, bearing N. 7° W. (C of A) Light airs to light breze varying from West to N.E. with moderate breze in squalls last hour. Barometer rising. Ebb tide after 5.30. Distilling.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Mid.

Cloudy and threatening. Light breze increasing to a very fresh breze from N.E. to N.E. Barometer rising. At anchor off Montauk Point. At 9.15 hove up starboard anchor and proceeded under steam above towards Gardiners and Noyack Bays. Commanding Officer coming the ship. At end of watch crossing Gardiners Bay. Sounding with hand lead in 4 fathoms. By order of Commanding Officer, released from confinement and restored to duty C. A. Reynolds (App'd 3d.) Separation of sentence.

J. N. Jordan
Lieutenant U.S.N.

From Mid. to 4 P.M.

Overcast to cloudy. Moderate to stiff breze from N'd and E'd. Barometer falling slightly at first, then rising. Smooth sea. Steering various courses, Captain coming the ship. Standing through channel into Noyack Bay. At 2.16 anchored with starboard anchor in 4 1/2 fathoms water, soft bottom and veered to 30 fathoms cable. Bearings Presbyterian Church steeple Sag Harbor S.E. 7/8 E., Sargent to West end of Hog Neck N.N.E. (both pc.) Ships head N.E. 1/2 E. Lit fires did not in boilers B. and D. kept fires in D. for distilling purposes. Draught of ship 13' 1" forward, 16' 5" aft.

J. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast and cloudy. Stiff to fresh breze from N.E. to N.N.E. Barometer oscillating one hundredth. At 7 sounding forward and aft showed 4 1/2 fathoms. Riding to wind.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Overcast and hazy and squally. Moderate to fresh breze from N.E. Barometer rose slightly at first then falling.

L. McNamee
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex, Third Rate,

At anchor in Nonjack Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				NE.	NE.	4-6			30.29	62	61	61		o.c.q.	cum-strat	0	
2				"	"	4-6			30.29	62	61	61		"	"	0	
3				"	"	4-6			30.28	62	61	61		"	"	0	
4				"	"	5-7			30.26	62	61	61		"	"	0	
5				NE. by N.	NE. by N.	3-4			30.26	62	61	61		o.c.	"	0	
6				"	"	3-4			30.27	62	61	61		"	"	0	
7				"	"	3-4			30.26	63	62	61		"	"	0	
8				N.NE.	"	3			30.26	63	62	61		"	"	0	
9				NE. by N.	"	2			30.25	64	62	62		o.c.cu.	strat	0	
10				NE	"	3			30.25	64	63	62		"	"	0	
11				NE. by N.	N.NE.	2			30.23	65	63	62		"	"	0.	
Noon.				"	"	2			30.24	66	65	64		"	"	0	

Position at 8 A. M.: Latitude by ° ' "

Longitude by ° ' "

Position at noon: Latitude by observation ° ' "

Longitude by observation ° ' "

Latitude by D. R. ° ' "

Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ' "

Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 1400 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 112 " 1700 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				NE. by E.	E. by N.	2			30.20	68	66	64		b.o.cu.	cum-mix-strat	2	
2				E. by N.	"	1			30.18	68	66	65		"	"	4	
3				NW by W.	Calm	0			30.16	69	67	66		"	"	4	
4				SW.	"	0			30.15	70	68	67		"	"	5	
5				"	N.NE.	1-0			30.15	70	68	67		"	"	4	
6				S.SW.	Variable	1-0			30.16	68	68	67		"	"	3	
7				SW. by S.	South	2			30.15	67	66	65		b.o.cu.w.	"	4	
8				S.SW.	"	2			30.16	66	65	64		"	"	4	
9				"	"	2			30.14	66	65	64		"	"	4	
10				SW.	SW.	2			30.14	65	63	63		"	"	4	
11				"	"	2			30.13	65	63	63		"	"	4	
Mid.				"	"	1-2			30.13	65	64	64		o.c.cu.w.	"	0	

under the command of Commander E. T. Strong, , U. S. Navy,

Monday, September 14 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather overcast and cloudy, with moderate to fresh breeze in squalls from N.E. Barometer falling. Distilling.

W.B.W. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast and cloudy. Gentle to moderate breeze from N.E. by N. Barometer steady. Distilling. Riding to wind. At 7.30 sounding at bow and stern gave 4 1/4 fathoms each.

J.R. Jordan
Lieutenant U.S.N.

From 8 A.M. to Midnight.

Overcast. Light to gentle breeze from N.E. by N. and N.N.E. Barometer fell slightly first half then commenced to rise. Engaged cleaning guns bright work and ships side. By order of the Commanding Officer, confined B. D. Lord, App. Pilate, in solitary confinement on board and water for 2 days: Offence, using abusive language toward another person in the Navy.

J.B. Luby
Lieutenant U.S.N.

From Midnight to 4 P.M.

Weather fair and pleasant. Light breeze from E. by N. falling calm. Pay Clerk John Early U.S.N. reported on board, having been discharged from the New York Hospital. Lieut. Galt, U.S.N. left the ship to set up targets and lay off ranges. Distilling. At 10 o'clock loosed sails to a buntline. At 1.30 sounding at bow and stern gave 4 1/2 fathoms.

W.B.W. Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy and pleasant. Calm to light airs from N'd and Ed first hour, light breeze from South last two hours. At 4.40 called all hands and furled sails. Unbent and sent below, main and mizzen topmast staysails and gaff topsail. At 5.40 called all hands and sent down topgallant and royal yards and topgallant masts.

J.B. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Weather fair, clouding over toward end of watch. Light breeze from South to S.W. Barometer steady. Distilling.

W.B.W. Whiteley
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Making gas At anchor in Nyack Bay. L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				W.N.W.	W.S.W.	2			30.10	65	64	64		o.c.m.w.w.	cumuli	0	
2				"	"	2			30.09	66	65	65		"	"	0	
3				West	West	2			30.08	66	65	65		"	"	0	
4				"	"	2			30.06	66	65	65		"	"	0	
5				W. by S.	"	1-2			30.04	67	66	66		o.c.m.	strat.	0	
6				S.W. by W.	W. by S.	1-2			30.04	67	66	66		"	"	0	
7				S.W.	S.W.	1			30.03	68	67	67		"	"	0	
8				W. by S.	W. by S.	1			30.06	68	67	67		"	"	0	
9				"	W. by S.	1			30.06	69	69	68		"	"	0	
10				"	"	1			30.06	70	69	68		"	"	0	
11				"	"	1			30.04	71	71	71		"	"	0	
Noon.				"	"	1			30.04	71	71	71		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 550 gallons.

Water distilled during the preceding 24 hours, 1150 "

Water remaining on hand fit for use at noon, 2000 "

Coal consumed during the preceding 24 hours, 1 tons, 1920 lbs.

Coal remaining on hand at noon, 110 " 2020 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				W. by N.	W.S.W.	2			30.03	72	72	71		o.o.m.	cumuli	0	
2				"	"	2			30.02	72	72	71		"	"	0	
3				"	"	2			30.01	73	72	72		"	"	0	
4				W.S.W.	S.W. by W.	1			30.01	73	72	72		"	"	0	
5				"	"	1			30.00	73	71	71		"	"	0	
6				S.W.	S.W.	1			30.00	73	71	71		o.o.m.w.	"	0	
7				"	"	1			30.00	73	71	70		"	"	0	
8				S.W. by W.	W.N.W.	1-2			30.01	72	71	70		o.o.m.w.	"	0	
9				W.S.W.	Calm	0			30.01	72	71	71		"	"	0	
10				N.W. by N.	N.N.E.	0-1			30.01	72	71	71		o.c.f.g.	"	0	
11				N.E. by N.	E.N.E.	1			30.01	72	71	71		f.c.m.w.	"	2	
Mid.				N.N.E.	N.N.E.	1			30.00	72	70	70		f.c.m.w.	"	3	

4—205

under the command of Commander E. T. Strong, , U. S. Navy,
Tuesday, September 15 , 1896 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and cloudy. Light breeze from W. to N.W. and West.
Distilling using boiler A.

R.D. Lindsley
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and misty. Light airs to light breeze from W.N.W. and S.W. and W.N.W. Barometer falling at first, using last Sun. Cannid at morning orders. Unbent flying jib and stowed it below. Received in Dept. of Supplies and Accounts 212 1/2 lbs. beef, 212 1/2 lbs. vegetables and 162 lbs. of bread.

J.B. Luby
Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather cloudy and misty with light airs from W.N.W. At 8.30 the First and Powder Divisions left the ship for pistol and small arm target practice. Engaged in scraping spars and fair sides. Received in Dept of Supplies and Accounts ($3000.00) Three thousand dollars paper money.

W.S.W. Whiteley
Lieutenant U.S.N.

From Merid. to 4 P.M.

Overcast, cloudy and misty. Light W.S.W.ly breeze. The First after Powder and Second Divisions engaged in small arm target practice. Sent up topgallant masts. Distilling.

R.D. Lindsley
Ensign U.S.N.

From 4 to 8 P.M.

Weather overcast, cloudy and misty, light rain at end of watch. Light airs from W.S.W. to S.W. Barometer steady. Distilling. All firing parties returned, having expended in Ordnance Dept. during this day, 600 rounds 38 caliber revolver and 550 rounds 45 caliber rifle ammunition.

W.S.W. Whiteley
Lieutenant U.S.N.

From 8 P.M. to Meid.

Overcast to cloudy, occasional light rain first half of watch. Calm and light N.Ely airs. Distilling.

R.D. Lindsley
Ensign U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4—885

LOG of the UNITED STATES — Ship Essex — Third Rate,

At anchor in Nyack Bay, L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				N.E. by N.	N.E.	2-4			30.00	71	70	69		b.c.m.	cum.-nimb.	5	
2				"	"	3-5			30.00	69	67	65		b.c.m.q.	"	3	
3				"	"	3-5			30.00	68	66	64		"	"	2	
4				"	"	3-5			30.01	67	66	64		o.c.m.q.	"	0	
5				N.E.	"	3-5			30.02	66	65	63		o.c.q.	cum.-strat.	0	
6				"	"	3-4			30.04	65	64	62		b.c.q.	"	2	
7				N.E. by E.	"	3			30.06	65	64	62		b.c.	"	4	
8				E. by E.	"	3			30.02	66	67	64		"	"	5	
9				"	"	3-4			30.03	66	66	64		"	"	6	
10				N.E.	E. by E.	3-4			30.02	66	66	64		"	"	4	
11				"	"	3-4			30.01	66	66	64		"	"	4	
Noon.				E. by E.	"	3-4			30.02	67	67	65		"	"	5	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons. 1200 lbs.

Coal remaining on hand at noon, 109 " 820 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				E. by N.	East	3			30.00	69	68	66		b.c.	cir.-cum.	7	
2				E.N.E.	"	3			29.97	70	69	67		"	"	8	
3				E. by N.	"	2			29.98	71	69	68		"	"	7	
4				E.N.E.	"	2			29.98	71	69	68		"	"	8	
5				East		2			29.96	71	69	68		"	"	8	
6				S.E.	E.S.E.	2			29.98	69	69	68		b.o.m.	"	7	
7				S.S.E.	"	2			30.00	69	67	65		"	"	6	
8				S.E.	"	2			29.99	67	65	64		"	"	8	
9				"	East	3			29.99	66	65	64		b.o.m.w.	cum.-nimb.	3	
10				E.S.E.	"	3			29.99	66	65	64		"	"	4	
11				S.E.	E.S.E.	2			29.99	66	64	64		o.o.m.w.	"	0	
Mid.				E.S.E.	"	2			29.99	65	64	64		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, September 16, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and hazy to nwcast. Light to gentle breze from NE. with stiff breze in squalls. Barometr nearly steady.

L. M. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Weather fair. Stiff to gentle breze from NE. Barometer steady. Distilling.

W.S. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Midnt.

Cloudy to fair weather. Gentle and moderate breze from E. NE. Engaged in blacking ships outside. At 11.45 started fires under boilers for distilling. Distilling using boiler D. By order of Commanding Officer released from confinement R. Baird, Appr 3 cl. by return of expiration of term of enlistment.

R.D. Tisdale
Ensign U.S.N.

From Midnt. to 4 P.M.

Clear and pleasant. Gentle to light Sly breze. Second and Third Divisions engaged in small arm target practice. Distilling.

L. M. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Clear. Light breze from East and E.SE. Second and Third Divisions returned from small arm target practice. Received in Dept of Supplies and Accounts the following fresh provisions for issue to crew, 212½ lbs. brf. 212½ lbs. vegetables and 178 lbs. of bread. Distilling. Moonlight.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midt.

Cloudy to nwcast. Light scud coming now from East. Gentle to light breeze from East to E.SE. Steady barometer. Finished distilling at 10 o'clock and banked fires.

L. M. McNamee
Ensign U.S.N.

Examined and found to be correct.

Rogers A. Galt
Lieutenant U.S.N. Navigator.

4—260

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor in Nuyaek Bay, L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air.	TEMPERATURE. Dew Point.	TEMPERATURE. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				E. by S.	E. S E.	1			29.99	64	63	62		O.c.	cum-nimb.	0	
2				E. by N.	"	1			29.97	64	63	63		"	"	0	
3				E. by N.	"	2			29.94	64	63	63		b.c	"	3	
4				"	"	1-2			29.94	64	63	63		O.c.	"	0	
5				E. N E.	"	1			29.96	64	63	63		"	"	0	
6				North	East	0-1			29.98	65	63	63		"	"	0	
7				N. by N.	Variable	0-1			29.98	66	64	64		"	"	0	
8				S. by W.	"	0-1			29.98	66	65	64		"	"	0	
9				S. S W.	South	1			29.92	67	65	64		b.o.m.	"	3	
10				"	"	2			29.87	67	67	66		"	"	3	
11				South	S. by E.	2-3			29.87	69	68	67		o.c.m.d.	"	0	
Noon.				S W. by S.	S. S W.	2			29.90	68	68	67		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 600 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons, —— lbs.

Coal remaining on hand at noon, 108 " 820 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air.	TEMPERATURE. Dew Point.	TEMPERATURE. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
P. M.																	
1				S W. by S.	South	2			29.90	67	67	66		o.c.m.d.	cum-nimb	0	
2				S. S W.	"	2			29.89	67	66	66		"	"	0	
3				S W.	S. S W.	2			29.87	67	66	66		b.o.m.	"	2	
4				W. S W.	S W.	3			29.85	67	67	66		"	"	2	
5				S W. by W.	"	3			29.85	67	67	66		"	"	2	
6				W. S W.	"	2			29.84	67	67	66		o.o.w	"	0	
7				S W. by W.	"	2			29.86	67	67	66		"	"	0	
8				"	S W. by W.	3			29.86	68	67	67		b.o.m.w.	"	2	
9				S W.	S W.	2			29.84	68	67	67		o.o.m.w.l.	"	0	
10				"	"	2-3			29.84	69	67	67		"	"	0	
11				"	"	3-5			29.84	69	68	68		"	"	0	
Mid.				"	"	3-5			29.84	70	69	68		b.o.m.w.	"	3	

4—200

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, September 17, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

(commenced) and until 4 A.M.

Cloudy weather. Light airs to light breeze from E. to E.E. Barometer falling. Riding to wind.

D. W. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast and cloudy. Calm. Light airs from East and variable. Distilling.

R. T. Tindale
Ensign U.S.N.

From 8 A.M. to Meridian.

Cloudy to overcast with light drizzling rain latter part. Second Division engaged in rifle practice from boat and Navigators Division, pistol practice from ship. Lieut. J. B. Luby, left the ship on four days leave.

L. McNamee
Ensign U.S.N.

From Meridian to 4 P.M.

Cloudy weather, light showers first part of watch. Light to gentle breeze from South to S.W. Barometer falling. After Powder and Second Divisions firing at targets astern. Navigators Division at target off starboard beam and 3rd Division at temporary target, with sub calibre in 1 pdr. Expended one box in whale boat while laying out target. By order of Commanding Officer, threw overboard 24 cans tomatoes, condemned by Quarterly Board as unfit for use.

D. W. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy to overcast, with gentle to light breeze from S.W. to S.W. by W. After Powder and Second Divisions, engaged in small arms target practice from boats and Navigators Division from the ship.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight.

Cloudy weather, flying scud across the moon from S.W. Light to stiff breeze from S.W. Barometer steady. Riding to wind.

D. W. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

Rogers A. Galt
Lieutenant U.S.N. Navigator.

4—980

LOG of the UNITED STATES Ship Essex, Third Rate,

At anchor in Noyack Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. attd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				W. by N.	W. by N.	4			29.84	70	69	69		b.c.w.	cum.-strat.	4	
2				West	"	4			29.84	70	69	69		"	"	5	
3				"	"	4			29.85	70	69	69		"	"	7	
4				NW.	NW.	4			29.88	70	69	69		"	"	7	
5				North	North	2			29.91	69	67	66		b.c.	"	2	
6				"	"	3			29.94	69	67	66		"	strat.	4	
7				N. NW.	N. NW.	3			29.98	67	66	64		"	cum.-strat. cir.	4	
8				"	"	4			30.00	67	65	63		"	cum.-strat.	2	
9				NW.	"	3-4			30.02	67	66	63		"	"	1	
10				"	North	3-4			30.03	67	66	62		"	cir. cum.	3	
11				N. W. by N.	"	2-3			30.04	68	67	63		"	"	3	
Noon.				W. by W.	"	2-3			30.04	71	71	61		"	"	7	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2000 "

Coal consumed during the preceding 24 hours, tons, 2080 lbs.

Coal remaining on hand at noon, 107 " 980 "

P. M.																	
1				W. by S.	SW. by W.	2			30.05	72	71	67		b.c.w.	cir. cum.	6	
2				"	"	2			30.05	73	71	67		"	"	7	
3				W. NW.	W. SW.	2			30.05	74	72	67		"	"	6	
4				NW. by W.	"	2			30.05	74	72	67		"	"	6	
5				SW. by W.	SW.	2			30.07	71	71	67		"	"	5	
6				"	South	2			30.09	68	68	66		"	"	5	
7				"	SW.	2			30.10	69	68	66		"	"	4	
8				"	"	2			30.10	68	67	65		"	"	5	
9				SW. by S.	"	2			30.11	68	67	65		"	"	5	
10				"	"	2			30.09	68	66	65		b.c.w.	"	5	
11				S. SW.	"	1			30.05	67	66	64		"	"	5	
Mid.				South	"	1			30.05	66	65	64		"	"	5	

under the command of Commander E. T. Strong, U. S. Navy,

Friday, September 18, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather clear and pleasant, with moderate breze from W. SW. hauling to NW. Barometer rising. Fires banked under one boiler.

W B Whiteley
Lieutenant U. S. N.

From 4 to 8 A.M.

Cloudy and pleasant. Light to moderate breze from North to N.NW. Rising barometer. Aurora Borealis visible from North to E. NE. first hrs of watch.

L. Mc Name
Ensign U. S. N.

From 8 A.M. to Merid.

Clear and pleasant. Light to moderate breze from N.NW. to North. Barometer rising then steady. Navigators and Engineers Divisions firing at target on shore, with rifle and revolver. Painting ship inside.

J. N. Jordan.
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather clear and pleasant, with light breze from SW. by W. to W. SW. Barometer steady. Navigators and Engineers Divisions away at small arm target practice. Painting ship inside. By order of Commanding Officer, M. Healing (A. B. C.) was placed in solitary confinement on bread and water, for three days, for refusing to obey orders.

W B Whiteley
Lieutenant U. S. N.

From 4 to 8 P.M.

Clear and pleasant. Light breze from W. SW. to South. Barometer rising. Received on board in Dept. of Supplies and Accounts 212½ lbs each fresh beef and vegetables and 165 lbs. fresh bread. Navigators division returned having finished target practice with small arms.

J. N. Jordan
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather clear and pleasant. Light breze to light airs from SW. Barometer falling. At 8.30 commenced distilling.

W B Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

Rogers N. Galt.
Lieutenant U. S. N. Navigator.

4—800

LOG of the UNITED STATES — Ship Essex. — Third Rate,

At anchor in Choyack Bay. L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.															cum.		
1				South	Variable	0-1			30.07	66	65	64		b.c.m.v.	nimbostratus	3	
2				E. by S.	S. by E.	2-3			30.03	66	65	64		"	"	3	
3				E. by S.	Variable	1-2			30.00	66	65	64		o.c.v.b.t.m.	"	0	
4				E. by S.	E. by S.	2			29.96	66	65	64		"	"	0	
5				S. E.	S. by E.	3-6			29.94	67	66	66		o.c.b.t.q.m.	"	0	
6				S. W.	Variable	3-5			29.97	67	66	66		o.c.m.v.q.p.	"	0	
7				S. by W.	S. by W.	2-3			29.92	67	66	66		o.c.m.d.	"	0	
8				S. W. by W.	S. W.	2			29.90	70	69	69		"	"	0	
9				"	Variable	1			29.90	70	69	69		o.c.f.	"	0	
10				S. W.	W. S. W.	2			29.85	72	72	72		b.c.m.	"	2	
11				"	"	3			29.81	74	74	74		"	"	3	
Noon.				S. W. by W.	"	4			29.84	75	74	74		"	"	4	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 700 "

Water remaining on hand fit for use at noon, 2100 "

Coal consumed during the preceding 24 hours, 2 tons, 640 lbs.

Coal remaining on hand at noon, 105 " 340 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				S. W.	S. W. by W.	4-5			29.80	76	76	75		b.c.m.	cir.cum.	6	
2				S. W. by W.	S. W. by W.	4-5			29.77	75	76	75		"	"	6	
3				"	"	4-5			29.74	75	75	74		"	"	7	
4				S. W.	S. W.	4-5			29.70	76	75	74		b.c.m.q.	"	7	
5				"	"	4-6			29.68	73	74	73		"	cum.	5	
6				S. S. W.	"	5-7			29.72	73	74	73		o.c.m.q.b.q.	nimbostratus	0	
7				West	W. S. W.	4-6			29.72	72	72	72		"	"	0	
8				N. W.	W. N. W.	4-6			29.72	71	70	70		o.c.m.n.lg.	cum.nimb	0	
9				"	N. W.	3-4			29.76	69	67	67		o.c.m.n.l.t.	"	0	
10				W. N. W.	"	3-4			29.77	67	66	66		"	"	0	
11				West	W. N. W.	3-4			29.79	67	66	66		o.c.m.l.t.q.	"	0	
Mid.				"	"	4-6			29.81	66	65	64		o.c.m.q.q.	"	0	

under the command of Commander E. T. Strong, U. S. Navy,
Saturday, September 19, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to overcast, lightning and thunder latter part of watch, threatening rain. Calms and light to gentle breeze variable between E.NE. and S.SE. Barometer falling. Moon shining first part of watch. Distilling.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and cloudy. Light breeze from S.SE. at beginning of watch and S.SW. at end with occasional squalls, accompanied by heavy rain. At 5.30 wind shifted suddenly from S by E. to S.W. in a fresh squall which lasted about 10 minutes and then shifted to S.SW. Barometer unsteady. Foggy at end of watch.

Rogers H. Galt
Lieutenant U.S.N.

From 8 A.M. to Mid.

Weather foggy first hour, clearing during remainder of watch. Light variable airs to moderate breeze from W.SW. Barometer falling rapidly until last hour. Engineers Division firing at target on rifle range. Distilling.

W.S. Whiteley
Lieutenant U.S.N.

From Mid. to 4 P.M.

Generally fair, but hazy. Low clouds from SW. Stiff breeze from W.SW. to SW. Barometer falling. Distilling.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Weather fair till about 6 o'clock, when a heavy thunder shower came up. Very vivid lightning both forked and sheet. Moderate to fresh breeze in squalls from SW. hauling to W.SW. Barometer unsteady. Distilling.

W.S. Whiteley
Lieutenant U.S.N.

From 8 P.M. to Mid.

Overcast, cloudy, rainy and squally, slightly cooler weather. Gentle to fresh breezes in squalls from NW. to W.SW. Frequent vivid sheet lightning attended with thunder and heavy rain first hour, gradually diminishing toward end of watch. Barometer slowly rising. Stopped distilling at 10, and light banked fires under boiler A.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor in Nayack Bay L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				N.N.W. by W.	W. by N.	4-6			29.83	64	63	60		b.c.q.	cum. stratus	3	
2				"	"	4-7			29.85	62	60	58		"	"	3	
3				N.W.	"	4-7			29.90	60	59	57		"	"	6	
4				"	N.W. by W.	4-6			29.94	59	58	56		"	"	6	
5				"	N.W.	4-6			29.98	58	58	56		"	stratus cir. strat. cir. cum.	4	
6				"	"	4-5			30.01	58	58	56		b.c.		8	
7				"	"	4-6			30.05	58	58	56		b.c.q.	"	7	
8				N.W. by N.	N.W. by N.	4-5			30.02	59	58	57		"	"	8	
9				N. N.W.	N. N.W.	4-5			30.05	61	60	58		"	"	1	
10				N.W. by N.	"	4-5			30.09	63	61	59		"	"	1	
11				"	N. by W.	4-5			30.13	63	62	60		"	"	1	
Noon.				"	"	4-5			30.13	64	62	60		"	"	1	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water [illegible] during the preceding 24 hours, 500 "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, tons, 1520 lbs.

Coal remaining on hand at noon, 104 " 1060 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				N.N.W. by N.	N. by W.	4-5			30.13	66	63	61		hd.	cir. cum.	1	
2				"	"	4			30.13	67	64	61		"	"	1	
3				"	"	4			30.13	67	64	61		"	"	1	
4				N.N.W.	"	4			30.13	66	64	61		"	"	8	
5				N.W. by N.	N.W.	3			30.15	67	64	61		"	"	8	
6				"	"	3			30.16	66	62	60		"	"	1	
7				"	"	3			30.18	65	62	60		"	"	8	
8				"	"	2			30.20	64	62	60		h.	cum.	10	
9				"	"	1			30.22	64	62	60		"	"	10	
10				N.W. by W.	N.W. by N.	1			30.23	63	60	58		"	"	10	
11				N. N.W.	"	1			30.23	63	60	58		"	"	10	
Mid.				S. S.W.	N.W.	1-0			30.21	62	60	58		"	"	10	

under the command of Commander E. T. Strong, , U. S. Navy,

Sunday, September 20 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy first part, clearing afterwards. Moderate to fresh breze in squalls from N.N.W. to N.W. by W. Rising barometer. Moonlight

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Weather clear. Moderate to fresh breze in squalls from N.W. to N.W. by N. Barometer rising.

W.B. Wheatley
Lieutenant U.S.N.

From 8 A.M. to Noon.

Clear and pleasant. Stiff breze from N.W. by N. to N. by W. Barometer rising. At 9.35 called to quarters & boarding officer inspected crew and ship. Immediately afterward called all hands to muster, read Articles for Government of the Navy, and mustered the crew. By order of the Boarding Officer, the following apprentices were placed on the 2d. watch during the day, except during meal hours, as extra duty messengers, R. G. & Spencer, H. B. Hibbard, J. J. Armstrong, J. P. M. Hutchings, F. Hegeman, and D. O'Callaghan as extra duty boat keeper in dinghy for the day. Afternoon for all. Not wearing the prescribed uniform of the day. Eight bunked five under Article 14.

R. P. Rodd
Ensign, U.S.N.

From Noon to 4 P.M.

Clear and pleasant, moderate breze from N by W. Steady barometer. By order of the Boarding Officer, J. W. Pearson, U.S.N. was released as prisoner at large & returned to duty.

L. McNamee
Ensign, U.S.N.

From 4 to 8 P.M.

Clear & Cloudless. Gentle & light breze from N.W. Bright moonlight night. In Dept. of Supplies and Accounts the following fresh provisions for issue to crew, viz: 12½ lbs. beef, 12½ lbs. vegetables 1½ lbs. bread.

R. P. Rodd
Ensign, U.S.N.

From 8 P.M. to midn.

Clear and cool. Light airs from N.W. & N.W. by N. Bright moonlight.

L. McNamee
Ensign, U.S.N.

Examined and found to be correct.

Roger H. Galt
Navigator.

4-865

LOG of the UNITED STATES Ship "Essex" Third Rate,

At anchor in Nuyaka Bay, L.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				S.W.	S.W.	2			30.20	62	59			b.u.	now	10	
2				"	"	2			30.19	61	59			"	"	10	
3				W.S.W.	W.S.W.	3			30.19	61	59			"	"	10	
4				W by N.	"	2			30.19	61	59			b.u.w.	cm.-sc.	8	
5				"	"	1-2			30.19	61	59			"	sc.	8	
6				"	"	2			30.19	62	60			"	"	7	
7				W.S.W.	"	2			30.19	62	61			"	cm.-sc.	7	
8				W. by S.	"	2			30.17	62	61			"	"	7	
9				S.W. by W.	"	2			30.17	63	63			"	cm.-sc.	7	
10				S.W. by W.	W.S.W.	2-3			30.15	64	63			"	"	6	
11				S.W.	"	3			30.13	65	63			"	"	5	
Noon.				"	S.W.	1-2			30.13	66	63			"	"	6	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 700 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1500 "

Coal consumed during the preceding 24 hours, tons, 1600 lbs.

Coal remaining on hand at noon, 103 " 1700 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				S.W.	S.W.	1-2			30.10	64	60	58		b.u.m.	cum.	4	
2				"	S.W.	2			30.10	64	60	58		"	"	3	
3				"	S.W.	2			30.08	66	65	60		"	"	7	
4				W.S.W.	"	2-3			30.08	65	65	62		o.u.m.	"	0	
5				S.W. by W.	"	3			30.06	65	65	62		"	"	0	
6				W. by S.	"	1			30.06	65	64	62		b.u.m.	"	1	
7				W.S.W.	"	3			30.05	64	63	62		"	"	3	
8				S.W. by W.	"	1			30.05	64	63	62		o.u.m.w.	"	0	
9				S.W.	"	1			30.04	64	64	63		b.u.m.	"	1	
10				"	"	3			30.04	64	63	63		"	"	3	
11				S.W. by S.	"	3			30.04	64	63	63		"	"	3	
Mid.				"	"	3			30.01	64	63	63		"	"	1	

under the command of Commander C. E. Vrooman, U. S. Navy,

Monday, September 21st, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends 4 A.M.

Clear, cool & pleasant, bright moonlight, & very fine; Light to gentle breeze from S.W. to W. Barometer steady; Riding to wind.

J. N. Jordan
Lieutenant, U.S.N.

From 4 to 8 A.M.

Clear; Light breeze from West. At 1.50 loosed sail to a breeze to any, also loosed all boat sail; Light breeze fine under bow. At 7.

R. B. Tisdale
Ensign, U.S.N.

From 8 A.M. to Noon.

Clear & pleasant, light to gentle breeze from West to W.S.W. Navigating Division had pistol practice from ship. Recd. in Dept. Supplies & Accounts, stores as follows: 899 lbs. sugar; 250 lbs coffee; 76 lbs tea; 200 lbs tobacco; 50 pairs shoes; 1500 lbs. soap.

L. McNamee
Ensign, U.S.N.

From Noon to 4 P.M.

Pleasant, fair & cool. Light to moderate breeze from S.W. Barometer falling slowly; engaged in planting targets for volley firing and firing with rifles. By order of Commdg Officer, released from confinement and restored to duty, W. Harding, O.S. Ist expiration of sentence. By same authority confined O. J. Donnell, O.S. for three days solitary confinement on Bread & water, offense, Persistent infraction of the rules of the ship, Smoking. At 1st furled sail.

J. N. Jordan,
Lieutenant, U.S.N.

From 4 to 8 P.M.

Cloudy & cool. Gentle & light breeze from S.W. Had quarters at 4:25, and served out clean hammocks to appointees.

L. McNamee
Ensign, U.S.N.

From 8 P.M. to Midnight.

Fair & pleasant. Cloudy around the moon. Gentle breeze from S.W. Barometer falling. Riding to wind.

J. N. Jordan,
Lieutenant, U.S.N.

Examined and found to be correct.

Roger H. Galt
Lieut. Navigator.

4-865

LOG of the UNITED STATES

Rate,

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
Noon.																	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 900 "

Coal consumed during the preceding 24 hours, 1 tons, —— lbs.

Coal remaining on hand at noon, 102 " 1700 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1																	
2																	
3																	
4																	
5																	
6																	
7																	
8																	
9																	
10																	
11																	
Mid.																	

4—265

under the command of Commander C. J. Train, U. S. Navy,

Tuesday, September 22nd, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced with X Cr. III.

Overcast. Light airs & gentle variable from S.W. Barometer falling.

J. B. Luby, Lieutenant, U.S.N.

From X to 8 Cr. III.

Overcast with heavy rain squalls & cumulus to the S.E. & W. Cr. Light breeze S.W. Exercised morning quarters.

L. McNamee, Ensign, U.S.N.

From 8 Cr. III to Midt.

Passing showers first of watch. raining latter part. Gentle to moderate breeze from S.W. to W by S. Barometer falling. Riflemen firing volleys at target off the starboard bow.

J. N. Jordan, Lieutenant, U.S.N.

From Midt to 4 P.III.

Overcast with continuous rain. Calm to light airs from W. N. W. Barometer falling. Finished small arms target practice.

J. B. Luby, Lieutenant, U.S.N.

From 4 to 8 P.III.

Cloudy. Raining. Towards sunset, threatening rain squalls around horizon. Light airs to moderate breeze from N. N. W. to N. Barometer rising very slowly. Received on board in Dept. Supplies and Accounts 410 lbs. trade fresh beef and vegetables and 164 lbs. bread.

J. N. Jordan, Lieutenant, U.S.N.

From 8 P.M. to Midnight.

Gloomy to overcast & misty squally. Moderate breeze to moderate gales from North. Barometer rising first three hours then steady.

J. B. Luby, Lieutenant, U.S.N.

Examined and found to be correct.

Rogers Nulsat, Lieut. Navigator.

4-365

LOG of the UNITED STATES Ship Ossipee Wind Rate,

at anchor Navesink Bay. N. J.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				N	N	5-6			29.99	56	57	52		b. c. g	cu. str. cumn.	4	
2				"	"	4-5			30.01	54	58	54		"	"	7	
3				"	"	4-5			30.06	54	53	51		"	"	7	
4				"	"	4-5			30.09	53	51	50		"	"	7	
5				N.W. by W.	"	4-5			30.11	52	50	48		"	"	7	
6				"	"	4-5			30.13	51	50	48		"	"	8	
7				N.N.W.	N.W. by W.	4-5			30.20	50	49	47		"	"	6	
8				N.W. by W.	"	4-5			30.15	50	50	47		"	cu. str.	3	
9				N.N.W.	N.N.W.	5-6			30.16	51	50	47		"	"	1	
10				N	"	5-6			30.16	52	51	49		"	"	1	
11				"	"	4-5			30.16	53	52	49		"	"	1	
Noon.				N.N.W.	N	5-6			30.14	54	53	50		"	"	1	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, 100 "

Water remaining on hand fit for use at noon, 500 "

Coal consumed during the preceding 24 hours, 1 tons, 640 lbs.

Coal remaining on hand at noon, 101 " 1060 "

P. M.																	
1				N.W. by N	N	5-6			30.11	51	54	51		b. c. g	cu. str.	9	
2				N.N.W.	"	5-6			30.11	52	55	51		"	"	9	
3				N	"	5-6			30.11	52	55	51		"	"	9	
4				"	"	5-6			30.11	53	54	52		"	"	8	
5				N.W. by N	N.N.W.	5-6			30.11	53	54	52		"	"	8	
6				"	"	5-6			30.19	51	50	47		"	"	1	
7				N	N	5-6			30.21	50	49	45		"	"	8	
8				"	"	4-5			30.24	50	49	45		"	"	9	
9				N.W. by N	"	4-5			30.25	50	49	45		"	"	8	
10				"	"	4-			30.21	50	48	45		"	"	9	
11				"	"	4-			30.21	55	53	51		"	"	9	
Mid.				N.N.W.	"	3-			30.26	54	52	49		b.	—	10	

under the command of Commander C. J. Strong, , U. S. Navy,

Wednesday, September 28th, 1864.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced with A.M.

Weather cloudy, fresh breeze & moderate gales in squalls from North. Barometer rising.

W. B. Whiteley
U.S.N. Lieutenant, U.S.N.

From 4 to 8 A.M.

Clear and cool. Fresh breeze & moderate gale from North to N.N.W. Barometer rising, the apparent fall at 8th being due to comparison with mercurial barometer.

J. K. Jordan
Lieutenant, U.S.N.

From 8 A.M. to Meridt.

Clear & cool. Moderate to fresh breeze from N.N.W. & North. Barometer rising steadily. At 9 A.M. to mustered and inspected Squadron & turned in sembled hammocks. At 9.00 o'clock commenced distilling.

J. B. Luby
Lieutenant, U.S.N.

From Meridt. to 4 P.M.

Weather clear, stiff & fresh breeze from North. Barometer steady. Navigator laid out bunks for boat guard & exercised distilling.

W. B. Whiteley
U.S.N. Lieutenant, U.S.N.

From 4 to 8 P.M.

Clear and cool, equally; Moderate to fresh breeze from North and N.N.W. Barometer rising. Distilling.

J. B. Luby
Lieutenant, U.S.N.

From 8 P.M. to Midnight.

Weather clear and cool; Moderate to gentle breeze from North. Barometer rising. Distilling.

W. B. Whiteley
U.S.N. Lieutenant, U.S.N.

Examined and found to be correct.

Rogers N. Galt
Navigator.

4—263

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor in Nayack Bay, and Gardiners Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulbs.	TEMPERATURE. Air, Wet Bulbs.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				N. N W.	N. N W.	4-5			30.29	54	51	49		b.	none cir.	10	
2				"	"	4-5			30.29	54	51	49		b. c.	cum. stad.	8	
3				"	"	4-5			30.29	53	51	49		"	"	8	
4				"	"	4-5			30.29	53	51	49		"	"	7	
5				N W by N.	"	3-4			30.31	54	53	51		"	"	6	
6				N W by W.	N W. by W.	3			30.33	55	53	51		"	"	6	
7				W N W.	"	2			30.33	58	54	53		"	"	7	
8				W by S.	West.	3-4			30.33	59	55	53		"	cir stad	7	
9				West	"	3			30.34	58	56	55		"	"	7	
10				W S W.	W S W.	3			30.33	59	56	55		"	"	6	
11				"	"	3			30.28	60	59	58		"	"	5	
Noon.				S W. by W.	S W.	2-3			30.29	64	60	58		"	"	8	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 900 "

Coal consumed during the preceding 24 hours, 1 tons, 1520 lbs.

Coal remaining on hand at noon, 99 " 1780 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulbs.	TEMPERATURE. Air, Wet Bulbs.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				W. by S.	N W.	2			30.27	67	63	62		b. o. m.	cum. stad.	8	
2				W. by N.	W. N W.	4			30.26	67	63	62		"	"	7	
3				West	"	2-3			30.26	67	64	62		"	"	7	
4				W. by N.	"	3-2			30.27	68	65	63		"	"	7	
5				N W. by W.	"	2			30.29	67	64	63		"	"	5	
6				"	"	2			30.30	67	64	62		"	"	5	
7				N. by W.	Variable	0-1			30.33	66	64	62		"	"	7	
8				N E. by N.	"	0-1			30.33	66	63	61		"	"	6	
9				"	E. N E.	1			30.35	66	61	60		b. o. m. w.	"	6	
10				N. by E.	E. S E.	1-0			30.37	64	61	60		"	"	7	
11				N E.	S E.	1			30.37	65	61	60		"	"	7	
Mid.				East	"	1			30.37	64	60	60		"	"	7	

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, September 24, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudless to clear and cool. Moderate to stiff breeze from N. to N.W. Barometer steady. Distilling.

R.D. Tindale
Ens'n U.S.N.

From 4 to 8 A.M.

Clear to fair and cool. Light to moderate breeze from N.W. at first hauling to West last hour. Barometer rose first hour then steady. Carried out morning order.

J.B. Furby
Lieutenant U.S.N.

From 8 A.M. to Noon.

Weather clear and pleasant, with light to gentle breeze from W. to S.W. Barometer falling. Had boat gun target practice with 1st and 2nd Cutter's crew. Expended in Ordnance Dept. 75 rounds 1 pdr. Hotchkiss ammunition. Stopped distilling between 9 and 10 o'clock on account of grass getting in the pumps.

W.B. Whiteley
U.S.N. Lieutenant U.S.N.

From Noon to 4 P.M.

Clear and pleasant. Moderate to gentle breezes from N.W. to W.N.W. By order of Commanding Officer released from confinement A. O'Donnell (App. 3d Cl.) term of confinement having elapsed, and by same authority placed J. C. Minor (App. 3d Cl.) in solitary confinement for three days, on bread and water. Offence: impudence to a petty officer and insubordinate orders. Distilling. Hoisted in sailing launch.

R.D. Tindale
Ens'n U.S.N.

From 4 to 8 P.M.

Weather clear and pleasant. Light variable airs to light breeze from W. to N.W. Barometer rising. Received in Dept. of Supplies and Accounts 210 lbs. beef, 210 lbs. vegetables and 168 lbs. bread. Distilling.

W.B. Whiteley
U.S.N. Lieutenant U.S.N.

From 8 P.M. to Noon.

Cloudless to clear. Occasional clouds passing over from N.E. Calms and light airs from E.N.E. to S.E. Barometer rising. Distilling. Bright moonlight.

R.D. Tindale
Ens'n U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4—220

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor in Gardiners Bay and Noyack Bay, L. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
A. M.																	
1				S. by W.	Calm	0			30.38	64	60	60		b. m. w.	none	10	
2				"	Variable	0-1			30.38	64	60	60		"	"	10	
3				S. by E.	E. by S.	1-2			30.38	64	60	60		"	"	10	
4				S. E.	"	1			30.39	63	59	59		"	"	10	
5				E. S. E.	"	1			30.42	62	59	58		b. c. m.	cum. strat.	8	
6				"	E. S. E.	0-1			30.44	62	59	59		"	"	8	
7				N. E. by E.	S. E.	1			30.44	63	62	62		"	"	9	
8	Underway			Various	"	1			30.46	64	63	63		"	"	9	
9				"	S. E. by S.	2			30.47	67	67	64		"	cir. strat.	9	
10				"	"	3			30.47	68	70	65		"	"	8	
11				"	"	3			30.47	68	71	66		"	"	8	
Noon.				S. E.	"	3			30.47	68	73	70		"	"	8	

Position at 8 A. M.: Latitude by ° ' "
Longitude by ° ' "

Position at noon: Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 14000 "

Coal consumed during the preceding 24 hours, 4 tons, 1120 lbs.

Coal remaining on hand at noon, 95 " 660 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Digits.	State of the Sea.
P. M.																	
1				S. S. E.	S. E. by S.	3			30.45	68	73	70		b. c.	cir. strat.	8	
2				"	"	4			30.45	67	72	70		"	"	7	
3				Underway	S. E.	4			30.44	66	70	68		"	"	6	
4				Various	"	4			30.43	66	68	67		"	"	5	
5				S. by W.	South	3-5			30.43	66	67	67		b. c. m.	"	7	
6				"	"	4-5			30.44	66	66	66		"	"	6	
7				S. ½ E.	"	3-4			30.45	64	64	64		"	"	8	
8				"	"	3			30.45	64	64	64		"	"	8	
9				South	"	3			30.46	64	64	64		b. c. m. w.	"	6	
10				S. S. E.	"	3			30.46	65	64	64		"	"	7	
11				S. by E.	"	3			30.46	65	64	64		"	"	5	
Mid.				S. by W.	"	3			30.45	65	64	64		"	"	4	

under the command of Commander E. T. Strong, U. S. Navy,

Friday September 25, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudless with light haze around horizon. Calm to light airs from E. by S. Steady barometer. By order of Commanding Officer, at 3 o'clock started fires in boilers B. C. and D. and at 4 fires die out under boiler A.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Weather clear and pleasant with light airs from E.S.E. to S.E. Barometer rising. Hoisted steam launch and made preparations for getting underway. At 7.30 got underway and stood down Noyack Bay, the Commanding Officer and Navigator on the bridge. Draft of ship forward 13 feet 1 inch: aft 16 feet 4½ inches.

W.B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Clear and pleasant. Gentle breeze from S.E. and S.E. by S. Underway standing from Noyack Bay, Shelter Island Channel to Gardiners Bay, steering S.E. by E. (p.c.) from Mid. 6 hands busy off Long Beach bar. At 11.15 called all hands being ship to anchor and at 11.22 came to with starboard anchor, 15 fathoms chain in 6 fathoms water, mud bottom. Dove bearings of anchorage: Plum Island light N 5° W., Church Steeple, Sag Harbor, E.N.E., S. 40° 30' W. Under steam alone while underway, using boilers B. C. and D. Average steam 55 lbs. Average revolutions 42.

R.D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M.

Clear and pleasant. Gentle to moderate breeze from S.E. by S to S.E. Barometer falling slowly. At 10 o'clock placed buoys for ship and marker's boat, preparatory to stationary target practice and at 2.20 put over target and got underway and steamed to position when it was found that target was drifting. Returned and picked up target. At end of watch standing towards ships buoy for an anchorage. Under steam alone while underway in boilers B. C. and D.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Pleasant weather, light haze around horizon. Gentle to stiff breeze from S.E. to South. Barometer rising slowly. Standing in for an anchorage, Commanding Officer coming the ship. At 4.15 came to with starboard anchor in 6 fathoms water, mud bottom, veering to 30 fathoms on starboard chain. Bearings at anchorage: Cedar Island Light S 67° W., Long Beach Light N 52° W., Ships head S½E. By order of Commanding Officer Bedman F.R. (App. 1 class) was made a prisoner at large until such time as the cell becomes vacant, when he will be confined for four days, on bread and water, offence: disobedience of orders of petty officer.

J.W. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy to fair, hazy with heavy dew. Gentle to moderate breeze from South. Barometer rose slightly first hour, then steady until last hour when it commenced to fall.

J.B. Ruby
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4-365

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor in Gardiners Bay, L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				SW. by S.	SW.	3-4			30.45	65	64	64		b.c.m.	cum.strat.	6	
2				SW.	"	3			30.45	64	64	64		"	"	3	
3				"	"	2			30.45	64	64	64		"	"	2	
4				SW. by S.	"	4			30.45	64	64	64		"	"	3	
5				"	SW. by S.	3-4			30.46	64	64	64		"	"	5	
6				SSW.	"	3			30.46	65	65	65		"	"	3	
7				"	S.SW.	3-4			30.46	66	65	65		"	cir.strat.	3	
8				Variable	"	4			30.47	67	66	66		"	"	3	
9				"	SW.	3			30.47	67	66	66		"	"	5	
10				SW.	"	3			30.46	69	68	68		"	"	4	
11				SW. by W.	"	3			30.44	70	69	68		"	"	5	
Noon.				SW.	"	3			30.43	72	70	69		"	"	4	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 1900 "

Coal consumed during the preceding 24 hours, 2 tons, 1760 lbs.

Coal remaining on hand at noon, 92 " 1140 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				SW.	SW.	4			30.40	73	72	70		b.c.m.	cir.strat.	5	
2				"	"	4			30.39	73	75	72		"	"	5	
3				"	"	3			30.37	74	80	76		"	"	6	
4				"	"	3			30.38	74	79	74		"	"	6	
5				Underway	"	3			30.38	70	70	69		"	"	6	
6				SW.	"	3			30.39	68	70	69		"	"	7	
7				S.SW.	S.SW.	3			30.40	66	67	66		b.c.w.	cum.strat.	8	
8				"	"	3			30.41	66	66	65		"	"	8	
9				S. by W.	"	2			30.41	66	66	65		"	"	8	
10				"	"	3			30.41	66	66	65		"	"	7	
11				SSW.	"	3			30.40	66	65	65		"	"	9	
Mid.				"	"	3			30.40	66	66	65		"	"	9	

under the command of Commander E T Strong, U. S. Navy,

Saturday, September 26, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather fair, clouding up toward end of watch. Light to moderate breeze from S.W. Barometer steady. Hauled around the morn. Distilling. Banked fires.

W.S.W. Whinery
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy. Moderate and gentle breeze from S.W. to S.S.W. At 6.50 spread fires. At 7.35 called all hands up anchor and at 7.40 got underway and put out target. Under steam alone boilers B. C and D. Average steam pressure 56 Lbs. Revolutions

R.D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meid.

Fair and pleasant. Gentle S.Wly breeze. Barometer falling. At beginning of watch underway. Placed target and returned to ships buoy, when it was found that the direction of the wind, would prevent the guns bearing when at anchor. Stood out and exchanged positions with marker's boat and at 9.20 came to in 6 fathoms and moored to 22 fathoms intside. Proceeded with stationary practice. Finished main battery and part of secondary battery.

L. McNamee
Ensign U.S.N.

From Meid to 4 P.M.

Pleasant and hazy. Moderate to gentle breeze from S.W. Barometer falling then rising. Firing at target with secondary battery, stationary practice.

Jas. W. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Pleasant weather, heavy dew after sunset. Gentle breeze from S.W. and S.S.W. Barometer rising. Finished target practice and got underway, picked up target and anchored with starboard anchor in 6 fathoms water, mud bottom, and moored to 30 fathoms cable. Banked fires. Discharged from the U.S.S. Naval Reserve J. E. Treanor (C.G.M.) by reason of the expiration of his enlistment. Bearings at anchor, Plum Island Light N 9° E, Cedar Island Light N 67° W., Ships head S.S.W.

J.B. Lyle
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather clear and pleasant, with gentle breeze from S.S.W. Barometer steady. Banked fires. Distilling.

W.S.W. Whinery
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4-389

LOG of the UNITED STATES — Ship Essex — Third Rate,

At anchor in Gardiners Bay L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.															cir		
1				SW.	SW.	3			30.39	66	66	65		b.c. w.	cum. strat.	8	
2				"	"	3			30.38	66	66	65		"	"	8	
3				SW. by W.	"	3			30.37	65	65	64		"	"	6	
4				"	"	3			30.37	65	65	64		"	"	6	
5				SW.	"	1-2			30.37	65	65	64		"	"	6	
6				"	"	1			30.37	65	65	65		b.o.m.	"	6	
7				SW. by W.	"	1			30.37	66	65	65		"	"	5	
8				SW. by S.	"	2			30.36	68	67	67		"	"	3	
9				"	"	2			30.36	70	69	68		"	"	4	
10				"	"	2			30.33	72	70	69		"	"	5	
11				SW.	"	2			30.32	72	70	69		"	"	6	
Noon.				"	"	2			30.33	74	71	69		"	"	6	

Position at 8 A. M.: Latitude by ° ′ ″ / Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″ / Longitude by observation ° ′ ″ / Latitude by D. R. ° ′ ″ / Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″ / Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 700 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 22000 "

Coal consumed during the preceding 24 hours, 1 tons, 1680 lbs.

Coal remaining on hand at noon, 90 " 1700 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				SW.	SW.	4			30.30	76	74	71		b.c. m.	cir. cum.	7	
2				SW. by W.	"	4			30.28	77	77	73		"	"	6	
3				SW.	"	4			30.28	76	79	74		"	"	7	
4				"	"	4			30.26	75	78	73		"	"	6	
5				"	"	4			30.27	71	75	73		"	"	5	
6				SW. by S.	SW. by S.	4			30.27	70	72	70		"	"	5	
7				"	"	3-4			30.28	69	70	69		b.o.m.w.	cum. cumb. cir.	3	
8				"	"	4			30.28	69	69	68		"	cum. cumb.	4	
9				"	SW.	4			30.27	69	68	67		"	"	4	
10				"	"	4			30.26	69	68	67		"	"	3	
11				"	"	4			30.26	68	68	67		"	"	2	
Mid.				"	"	4			30.25	68	67	67		o.c.	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Sunday, September 27, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear to fair. Gentle S.W. breeze. Moonlight with halo latter part. Banked fires under boilers B. C. and D. Distilling.

R. D. Tindale
Ensign U.S.N.

From 4 to 8 A.M.
Cloudy and pleasant. Light airs to light breeze from S.W. Steady barometer. Distilling. Executed morning orders.

L. M. Hamm
Ensign U.S.N.

From 8 A.M. to Merid.
Pleasant weather. Hazy around horizon. Light to gentle breeze from S.W. Barometer falling, then steady. At 9.45 mustered all hands, Commanding Officer inspected ship.

J. N. Jordan
Lieutenant U.S.N.

From Merid. to 4 P.M.
Pleasant weather. Moderate breeze from S.W. Barometer falling slowly. By order of Commanding Officer released J. C. Minor, App. 3 class, his term of confinement having expired and confined F. R. Beaman, App. 3 class, for 4 days solitary confinement on bread and water. Offence, abusive to a petty officer and not obeying his orders.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.
Weather fair with moderate breeze from S.W. to S.W. by S. Banked fires and distilling.

W. B. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Mid.
Cloudy to overcast, clouds gradually overspreading from S.W. Gentle and moderate breezes from S.W. Barometer falling. A change of weather appearing likely at end of watch. Moon shining through clouds. Banked fires, distilling.

R. D. Tindale
Ensign U.S.N.

Examined and found to be correct.

Rogers Welch
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor in Gardiners Bay L.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry bulb.	TEMPERATURE. Air, Wet bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				SW.	SW.	4-5			30.24	68	67	67		O.C. m.c.w	cum.nimb	0	
2				"	"	4			30.23	68	67	67		"	"	0	
3				W.N.W.	"	2			30.23	68	67	67		"	"	0	
4				W.SW.	Variable	1			30.23	68	67	67		"	"	0	
5				SW.	SW. by W.	1-2			30.23	68	67	67		"	strat.	0	
6				W.SW.	"	1			30.24	68	68	68		b.c.m.	"	1	
7				SW. by W.	"	1			30.26	68	68	68		O.c.m.	"	0	
8				"	"	1-2			30.25	69	69	69		b.m.	"	2	
9				Underway	"	1-2			30.25	70	69	69		"	"	2	
10				"	"	2			30.26	70	70	69		b.c.m.p.	"	2	
11				"	"	1			30.26	70	70	69		b.c.m.	"	2	
Noon.				N. by E.	Calm.	0			30.28	70	71	71		"	"	1	

Position at 8 A. M.: Latitude by ° ' "
Longitude by ° ' "

Position at noon: Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, 4 tons. 80 lbs.

Coal remaining on hand at noon, 86 " 1620 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry bulb.	TEMPERATURE. Air, Wet bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				NE.	NE.	2			30.26	70	70	69		b.c.m.	cir. cum.strat	2	
2				"	"	2			30.27	69	69	68		"	"	2	
3	Underway			Variable	"	2			30.28	68	68	68		"	"	3	
4	6	5		NW. by W½W.	"	1			30.28	69	69	68		s.c.m.	"	0	
5	4	2		"	E.NE.	2			30.29	68	68	68		"	"	0	
6				NW.	E.by E.	3			30.30	68	68	67		O.c.m.w	"	0	
7				W.NW.	East	3-4			30.34	66	65	63		"	"	0	
8				South	NE.	2-3			30.32	66	65	63		"	"	0	
9				NE.	E.NE.	3			30.35	65	65	63		"	"	0	
10				E by N.	"	3			30.35	65	64	63		"	"	0	
11				"	"	3-4			30.35	64	63	62		"	"	0	
Mid.				E by S.	"	3			30.36	63	63	62		"	"	1	

under the command of Commander E T Strong, U. S. Navy,

Monday, September 28, 1874.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy and hazy. Moderate to light breez from S.W. decreasing last hour to light variable airs. Barometer steady after first hour.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M.

Pleasant, cloudy and hazy. Light airs to light breez from S.W. by W. Riding to wind.

J. W. Jordan.
Lieutenant U.S.N.

From 8 A.M. to Merid.

Cloudy, hazy with a light shower of rain about 9.50. Light breez to light airs from S.W. by W. First three hours, calm last hour. Barometer rising slowly. At 8.15 got underway, put tow target and sent marking boats to their stations. Went to quarters at 9.20 and at 9.28 commenced firing. Steamed back and forth between marking boats firing from port battery both main and secondary. Finished target practice at 10.56. Picked up target and boats and came to anchor with starboard anchor in 6¼ fathoms water soft bottom and moored to 15 fathoms cable. Heavy banked fires. Bearings at anchor Plum Island Light N½E, Long Beach Light N.W½W. Expended ammunition as follows:- 24 [illegible] II inch: 45 rds. 6 pdr: 25 rounds, 1 pdr. Draught of ship forward 13' 1½", aft 16' 2".

J. T. Luby,
Lieutenant U.S.N.

From Merid. to 4 P.M.

Weather fair and pleasant with light breez from N.E. Barometer rising. At 2 o'clock got underway and stood up for Plum Island Light, the Commanding Officer and Navigator on the bridge. At 3 o'clock passed Plum Gut and set course N.W. by W½W. Sighted Coufield Light-vessel about 3.30, one point on starboard bow. Ship under steam alone. Steam pressure 56 lbs. No revolutions 42. John E. Pearce, was enlisted as Seaman Gunner, to serve for three years.

W B Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Generally overcast and cloudy. Light to moderate breez from N.E. to E.E. at 6.30 and N.E. again at end of watch. On course N.W. by W½W. (pc) until 4.30 when rounded the buoy on Western end of Long Sand Shoal, off Coufield Point, standing to N.E. on various courses to our anchorage. At 4.40 called all hands, and brought ship to with starboard anchor at 4.50 in 7¾ fathoms water, veering to 45 fathoms of chain. Three bearings of anchorage off Westbrook, Conn: Coufield Point Lightship S 52° E, buoy on West end of Long Sand Shoal S 22° W, and Saybrow Light House off Lynde Neck E 14° N. Draft ship, forward 13' 1"; aft 16' 2". Banked fires under boilers B. C. and D. and at 5, commenced distilling.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midd.

Overcast and cloudy. Gentle breez from E.N.E. Riding to flood. Distilling.

L. M. Nance
Ensign U.S.N.

Examined and found to be correct.

Roger Welch
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage to foot of 34th Street, N.R. New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1	10	7		E. by S.	E. NE.	2			30.36	63	62	61		b.c.m.	cum. strat	6	
2				E by S	"	2			30.35	62	62	61		"	"	6	
3				"	"	2			30.35	62	62	61		o.c.m	"	0	
4				E. NE.	"	2			30.35	62	62	61		"	"	0	
5				NW by N.	E. SE.	3-4			30.34	62	62	61		"	"	0	
6				"	"	3-4			30.34	64	63	62		"	"	0	
7	5	4	11.6 16.2	W. by S.	SE. by E	4			30.34	64	63	63		"	cum. strat	0	
8	8	6	24.8	"	"	4			30.34	63	64	62		"	"	0	
9	5	2	30.0	"	"	4			30.34	64	64	62		"	"	0	
10	6	2	29.2														
	2	0	41.1	WNW S	"	4			30.33	64	65	64		"	"	0	
11	3	6	43.7														
	5	9	49.6	W by N.	E. SE	4			30.30	64	65	64		o.c.m.p	"	0	
Noon.	7	8	57.1														
	8	9	65.0	W NW	"	4			30.28	64	65	64		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: 57.9 miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 700 gallons.

Water distilled during the preceding 24 hours, 700 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, 5 tons. 240 lbs.

Coal remaining on hand at noon, 81 " 1380 "

P. M.															
1	1	3	59.3	NW by W											
	7	0	66.3	NW by W.	E. SE.	4			30.22	66	67	67	o.c.m.p.	cum. cumil.	0
2	2	9	69.2	E. by N.	"	4			30.19	67	67	67	"	"	0
3				East	"	4			30.16	68	67	67	o.c.m.	"	0
4				"	"	4			30.15	68	67	67	o.c.m.f.	"	0
5				"	"	4			30.15	68	67	67	"	"	0
6				E. SE.	"	4			30.12	68	67	67	"	"	0
7				"	"	4-5			30.09	68	67	67	o.c.m.w	"	0
8				"	"	4-5			30.07	69	67	67	o.c.cy.p.	"	0
9				SE	SE.	4-6			30.03	70	68	68	"	mural	0
10				SE. by E	"	4-6			29.97	69	68	68	o.c.m.w.g.	"	0
11				"	"	5-8			29.92	69	68	68	"	"	0
Mid.				"	"	5-8			29.89	70	68	68	"	"	0

4—266

under the command of Commander E. T. Strong, , U. S. Navy,

Tuesday, September 29 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Pleasant weather clouding over latter part of watch. Upper clouds coming from S.S.E., lower ones from E.N.E. Light breze from E.N.E. Barometer steady. Riding to wind.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and hazy. Gentle to moderate breeze from E.S.E. and S.E. by E. Barometer fell slightly first hour then steady. At 5.30 spread fires and at 6, got underway and set course N. by E. Pilot on patent log at 6.28. Buoy on West end of Long Sand Shoal ahead in port hand. Number steam ahead at first at 6.50 set fore and aft sail and forsail. Revolutions 42. Steam pressure 55 lbs. Draft of ship 13' 11½" forward, 16' 2" aft.

J. G. Luby,
Lieutenant U.S.N.

From 8 A.M. to Noon.

Weather overcast and cloudy, with moderate breze from S.E. by E. to E.S.E. Barometer falling. Quiet with passing showers of drizzling rain last two hours of watch. At 9.30 sighted Stratford Shoal, one point on starboard bow. At 9.45 changed course to W½S. At 10.15 Stratford Shoal Light was abeam, distant one mile, changed course to W¼N. At end of watch Eatons Point was abeam, changed course to N.E.¼N. Ship under steam with fore and aft sail and forsail. Steam pressure 55 lbs. Revolutions 42. By order of Commanding Officer John E. Brenner, Seaman Gunner, was rated Chief Gunners mate, and gave an Acting Appointment as such.

W. B. Whiteley
Lieutenant U.S.N.

From Noon to 4 P.M.

Overcast and cloudy and misty, light drizzling rain first hour, foggy at beginning and end of watch. Moderate breze from E.S.E. At 12.10 changed course to W¾S. patent log 39.3. At 1 heading into anchorage at Hempstead Harbor on various S.W. by W. courses. At 1.20 called all hands and at 1.30 came to with starboard anchor in 6¼ fathoms water, soft bottom veering to 30 fathoms chain. Three bearings of anchorage Great Captain Light N.61° E. Execution Rock Light S.87° W. At 12.45 took in and furled sail. Banked fires on anchoring and commenced distilling. Bent flying jib. Draft of ship 13 feet, ½ forward, 16', ½ aft. Barometer falling last hour.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Overcast, cloudy and foggy. Light drizzle last hour. Moderate to stiff breze in squalls from E.S.E. Falling barometer. At 4.05 exercised all hands at up and down topgallant and royal yards. Distilling.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast cloudy, passing showers, ugly looking weather. Stiff breze with very heavy squalls from S.E. Barometer falling rapidly. At 8.15 hoved to 45 fathoms on starboard chain.

J. N. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

Roger N. Ball
Lieutenant U.S.N. Navigator

4—888

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage to foot of 34th Street N.R. New York City

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.	11	2		S E	S E	5-8			29.84	70	69	69		o. c. mu. q.	cum. cirrus	0	
1				"	"	5-8			29.77	71	70	70		o. c. m. p. q.	"	0	
2				S E. by S.	S E. by S.	7-9			29.72	72	71	71		"	"	0	
3				S by E.	S by E.	7-9			29.75	72	71	71		"	"	0	
4				South	South	6-8			29.76	72	71	71		b. c. mu. q.	"	1	
5				S by W.	S by W.	5-7			29.77	72	71	71		"	"	2	
6				"	S S W.	4-5			29.79	72	71	70		b. c. mu.	cir. cum	6	
7				S W.	S W. by S.	4-5			29.81	70	69	68		"	"	8	
8				Various	"	4			29.81	70	69	68		"	"	6	
9				"	"	4			29.81	72	71	68		"	"	4	
10				"	"	4			29.82	73	73	68		"	"	6	
11				"	"	4			29.82	74	73	68		"	"	6	
Noon.				"	"	4											

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at noon, 2400 "

Coal consumed during the preceding 24 hours, 3 tons, 1520 lbs.

Coal remaining on hand at noon, 77 " 2100 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				Various	S W.	3			29.78	75	74	70		b. c. m.	cum. strat.	5	
2				S W. by S.	"	3			29.78	76	75	70		"	"	6	
3				"	"	4			29.76	76	80	73		"	"	6	
4				S by W.	South	4			29.76	74	79	73		"	"	5	
5				S by E.	S S W.	4			29.77	71	72	69		"	"	5	
6	Lying to			S E by E	"	4			29.79	71	71	69		"	"	5	
7	Ett.			N N E.	"	4			29.81	71	68	69		"	"	5	
8	"			N E. by E.	S W.	4-5			29.81	69	68	64		"	"	6	
9	"			N E. by N.	"	4			29.83	68	66	63		"	"	5	
10	"			"	"	4			29.83	68	66	63		"	"	4	
11	"			N E.	"	3			29.82	68	66	64		"	"	2	
Mid.	"			N E. by N.	"	3			29.82	68	66	64		"	"	2	

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, September 30, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast with squalls and frequent rain showers. Misty at times. Stiff breeze to strong gale from SE, first half, hauling to South at end. Barometer falling rapidly until 3, then commenced to rise. At 2.15 finished distilling.

J. G. Lucy
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather overcast and cloudy, clearing during second hour of watch. Fresh breeze to moderate gale in squalls from South, during first hour, moderating and hauling to SW by S remainder of watch. Barometer rising. At 8 o'clock got underway and stood out for Execution Rock, the Commanding Officer and Navigator on the bridge.

W. S. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Mid.

Fair, slightly hazy and pleasant. Moderate breeze from SW by S. Underway under steam alone, boilers B. C. and D. Standing to Ost from Execution Rock through Hell Gate to New York City. At 9.00 took on board pilot A. J. Baxter. At 12.00 ship had clear ahead on starboard hand Spar buoy No 6, off East 10th Street N.Y. At 11.45 made ships Number and then General Signal 5884, which was answered in affirmation by U.S.S. Vermont, Navy Yard, New York. Average steam pressure 55 lbs. Average revolutions 44.

R. D. Tisdale
Ensign U.S.N.

From Mid. to 4 P.M.

Fair and pleasant. Gentle to moderate breze from SW to South. Under steam alone standing up North River for an anchorage, Commanding Officer and pilot on the bridge. At 1.15 called all hands and at 1.47 came to with starboard bucklers in 8 fathoms water and veered to 45 fathoms at the capstan. Rigged mt boom, shipped accommodation ladders and hoisted mt steam launch. At 3.15 crossed topgallant and royal yards and loosed sail. Backed fore Bearings (true) from anchorage: Pier E, Castle Perry S 29° W, Hippo Elevator S 63° E. Pilot left the ship at 20 o'clock.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Fair. Moderate breze from South to SW. The Commanding Officer returned on board from Official visit to Commandant Navy Yard, New York. At 4.40 furled sail. Allowed fires to die out under boilers B. and D. and commenced distilling using boiler C.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid.

Cloudy with moderate to gentle breze from SW. Distilling. Riding to Ebb tide.

L. McNamee
Ensign U.S.N.

Approved,

E. T. Strong
Commander U.S.N.
Commanding

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor off foot of 34th Street New York City

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				S by E.	SW.	3			29.83	67	65	62		0 c.m.	cum.nmb.	0	
2	Swinging to Flood			W. by SW.	Variable	1-2			29.83	67	65	62		"	"	0	
3				SW. by W.	W. NW.	2			29.84	66	64	62		"	nmb.	0	
4				"	W. by N.	1-2			29.86	66	64	62		"	"	0	
5	High water			SW. by S.	"	1			29.87	65	64	62		b.c.m.	cum.strat	2	
6	Swing to Ebb			NE. by N.	W. NW.	2			29.90	64	63	61		"	"	4	
7				"	"	2			29.94	63	65	62		"	"	6	
8				N. NE.	NW. by W.	3			29.93	63	64	61		"	"	7	
9				NW.	N. NE.	3			29.94	64	63	60		"	cir.cum.	7	
10				"	"	3			29.94	64	63	60		"	"	7	
11				"	"	4			29.95	66	64	61		"	"	6	
Noon.				"	N. by E.	4			29.96	66	65	61		"	"	6	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 700 gallons.

Water distilled during the preceding 24 hours, 800 "

Water remaining on hand fit for use at noon, 2500 "

Coal consumed during the preceding 24 hours, 1 tons, 1920 lbs.

Coal remaining on hand at noon, 76 " 180 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				W. by S.	North	4			29.96	66	66	61		b.c.m.	cir.cum.	2	
2				SW. by W.	NW. by N.	4			29.96	66	66	61		"	"	3	
3				"	"	4			29.98	67	67	62		"	"	2	
4				SW.	NW.	3			29.98	67	67	63		"	"	2	
5				South	"	2			29.99	67	66	63		"	"	2	
6	Swing to Ebb			SW. by S.	"	2			30.01	66	66	63		"	"	2	
7				NE.	"	2			30.02	66	64	61		"	"	4	
8				N. NE.	N. NW.	2			30.02	66	64	61		0.c.m.	"	0	
9				NE. by N.	NW.	3			30.04	65	63	60		b.c.m.	cum.nmb	4	
10				"	"	3			30.04	64	62	59		"	"	7	
11				"	"	3			30.04	62	60	58		"	"	7	
Mid.				N. NE.	"	3			30.04	62	59	57		"	"	8	

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, October 1, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy, misty, threatening rain. Light airs to gentle breze from S.W. to W.N.W. Barometer rising. Riding to ebb tide till 1.30, after that to flood.

J.N. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and cool. Light to gentle breze from West to N.W. by W. Turning to ebb tide at 5.30. Distilling.

R.S. Lindsley
Ensign U.S.N.

From 8 A.M. to Meid.

Clear and pleasant. Gentle to moderate breze from N.N.E. to N.E. Barometer rising slowly. Riding to ebb tide. Distilling. Cleaned bilges.

L. McNamee
Ensign U.S.N.

From Meid. to 4 P.M.

Pleasant and hazy. Moderate breze from North to N.W. by N. Barometer rising slowly. By order of Commanding Officer released from confinement and restored to duty P.R. Brannan Appr. 3 class expiration of sentence. Received on board in Dept of Supplies and Accounts $7.000 ⁷⁄₁₀₀ U.S. currency. Distilling.

J.N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy to overcast. Light breze from N.W. to N.N.W. Had quarters at 4.05, secured and cleared hammocks and turned in ditty over. Turning to ebb at 6.50. Distilling.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Mid.

Clear overhead, smoky around the horizon. Gentle breze from N.N.W. to N.W. Barometer steady. Riding to ebb current. At 10.30 stopped distilling and banked fires under boiler 6.

J.N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

Rogers McCalla
Lieutenant U.S.N. Navigator.

4—965

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor off Foot 34th Street North River N. Y.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1			Ebb	N. by E.	N.W.	2			30.03	60	58	57		b.c.m.	cir.cum	3	
2			"	"	"	2			30.03	60	58	57		"	"	2	
3	Hauling to		Flood	N.W.	"	2			30.03	60	58	57		"	"	3	
4			Flood	"	"	2			30.03	60	58	57		"	"	3	
5			"	N.W. by N.	"	2			30.04	60	57	56		"	cum.strat	4	
6			"	N.W.	"	2			30.06	60	57	56		"	"	5	
7			"	N.W. by N.	N.N.W.	3			30.07	60	57	56		"	"	7	
8	Hauling to		Ebb.	N.N.E.	"	3			30.07	60	59	57		"	"	7	
9			Ebb	"	N. by W.	3			30.07	61	59	57		"	"	4	
10			"	N.E. by N.	"	3			30.07	63	62	59		"	"	3	
11			"	"	"	4			30.06	63	64	61		"	"	4	
Noon.			"	N.N.E.	N.N.W.	3			30.06	64	66	62		"	"	4	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 700 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons, 1380 lbs.

Coal remaining on hand at noon, 74 " 1140 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				N by E	N.N.W.	3			30.04	64	64	61		b.c.m.	cum.strat	2	
2	Hauling to		Flood	N.W. by N.	"	3			30.04	65	64	61		"	"	2	
3			Flood	N.W.	"	3			30.04	65	64	61		"	"	2	
4			"	W.N.W.	N.N.E.	3			30.04	65	64	61		"	"	2	
5			"	N.W. by N.	"	3			30.06	65	64	61		"	"	3	
6			"	W.S.W.	"	3			30.07	64	64	61		"	"	2	
7	Hauling to		Ebb.	W.N.W. by W.	N.E.	3			30.07	64	61	58		"	cum.nimb	2	
8			Ebb	N.E. by N.	North	2			30.09	63	61	58		o.c.m.	"	0	
9			"	N.N.E.	"	2			30.09	62	59	58		"	"	0	
10			"	N.E. by N.	"	3			30.10	61	58	56		"	"	0	
11			"	"	"	3			30.10	60	58	56		"	"	0	
Mid.			"	"	"	3			30.10	60	58	56		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Friday, October 2, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and slightly hazy. Light breeze from N.W. Barometer rose slightly first hour then steady. Riding to ebb until 2.00 when swung to flood.

J. E. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Light to gentle breeze from N.W. to N.N.W. Received in Dept. of Supplies and Accounts fresh provisions as follows: 106 1/4 lbs. each of beef and vegetables, 85 lbs. bread. Pele Palau (B.M. 2 C.) returned from liberty 11 hours overtime. Flood tide.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Merid.

Pleasant and hazy. Gentle to moderate breeze from N.N.W. to N.N.W. Barometer steady. At 9.30 mustered at quarters. Exercised Divisions as follows:- Powder Division revolvers: 1st Division, rifles; 2nd Division, setting up. 3rd Division, single sticks and as squad at signals.

J. W. Jordan.
Lieutenant U.S.N.

From Merid. to 4 P.M.

Cloudy but pleasant. Gentle breeze from N.N.W. first three hours shifting to N.N.E. last hour. Barometer fell first hour, then steady. Sent liberty party of men on shore.

J. E. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Pleasant weather, clouding over latter part of watch. Light to gentle breeze from N.E. to North. Barometer rising slowly. Riding to flood till 7.00, after that to ebb.

J. W. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Midd.

Overcast. Light to gentle breeze from North. Barometer rose slightly. Ebb tide.

J. E. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4—955

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor off Foot 34th Street, North River, N.Y.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Att. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																
1			Ebb	N.E. by N.	North	3			30.13	58	57	56	b.c.m.	cum.nimb	0	
2			"	N by E.	"	3			30.13	58	56	55	"	"	0	
3			Turning to Flood	N.E.	"	3			30.13	58	56	55	"	"	0	
4			Flood	N.E.	N.E.	4			30.13	58	56	55	"	"	0	
5			"	"	"	3			30.13	58	56	55	"	"	0	
6			"	N.E. by E.	North	3			30.16	58	56	55	b.c.m.	"	2	
7			"	"	N.N.E.	2			30.18	58	56	55	o.c.m.	"	0	
8			Turning to Ebb	N.N.W.	"	3-4			30.16	59	57	56	b.c.m.	"	2	
9			"	N.E. by E.	N.E.	4			30.15	59	57	56	ocum.	"	0	
10			"	N.N.E.	"	3			30.19	60	57	57	"	"	0	
11			"	"	"	2			30.18	60	60	58	"	"	0	
Noon.			"	"	N.N.E.	2			30.19	61	60	59	"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water Distilled during the preceding 24 hours, 106 "

Water remaining on hand fit for use at noon, 2100 "

Coal consumed during the preceding 24 hours, 1 tons, 1920 lbs.

Coal remaining on hand at noon, 72 " 1460 "

P. M.													
1		N.N.E.	N.N.E.	3	30.18	63	62	60	b.c.m.	Cum. nimb	2		
2	do Turning to Flood	N.E. by N.	"	3	30.16	63	63	60	"	"	3		
3		S.E. by S.	E.N.E.	3	30.17	63	63	61	o.c.m.	"	0		
4		"	"	3	30.18	63	63	61	"	"	0		
5		"	E by S.	3	30.18	62	62	61	o.c.m.p	"	0		
6		S.S.E. ½ S.	E.S.E.	3	30.19	62	62	61	o.c.m	"	0		
7		S.S.W.	"	3	30.20	62	60	59	ocum.	"	0		
8	Turning to Ebb	South	E by N	2-3	30.22	62	60	59	b.c.m.w.	"	4		
9		N.E. by N	"	2	30.24	62	60	59	ocum.	"	0		
10		"	East	2	30.24	62	60	59	"	"	0		
11		"	E.N.E.	2	30.24	62	60	59	b.cum	"	4		
Mid.		"	"	2	30.23	61	60	58	ocum	"	0		

4—265

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, October 3, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather overcast and cloudy with gentle to moderate breez from North to NE. Barometer steady. At 3.30 swung to flood tide.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and pleasant. Light to moderate breze from NE. to North. Barometer rising then falling. Rode to flood till 7.55 when started to swing to ebb. Received on board in Dept of Supplies and Accounts 106 1/4 lbs. each of fresh beef and vegetables and 170 lbs. bread.

Jno. Jordan,
Lieutenant U.S.N.

8 a.m. to Meridian

Overcast and hazy. Moderate to light breze from NE and NNE. Barometer rising slowly. Commenced quarterly examination of apprentices. P. Mc Gough (CP) returned to the ship two hours overtime from liberty. Ebb tide

J. E. Luby,
Lieutenant U.S.N.

Meridian to 4 p.m.

Weather cloudy and threatening at end of watch. Gentle breze from N.Ne. to E.N.E. Barometer steady. At 2.20 swung to flood tide

W.B. Whittlesey
Lieutenant U.S.N.

4 to 8 p.m.

Cloudy to overcast, light passing showers about 4. Light to gentle breze from E by S, E.S.E, and E. by N. Barometer rising. Flood tide. Received on Dept. of Supplies and Accounts, 106 1/4 lbs meat and 106 1/4 lbs vegetables

J. E. Luby,
Lieutenant U.S.N.

8 p.m. to Midnight

Weather cloudy. Light to gentle breze from East to E.N.E. Barometer steady. At 8 o'clock swung to ebb tide. Distilling

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

Roger N. Galt
Lieutenant U.S.N. Navigator.

4-869

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor off foot 34th Street, North River, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				N. E. by N.	N. N. E.	3			30 21	61	59	58		o. c. m. w.	cumb. cirrus.	0	
2				"	"	3			30. 22	61	59	58		"	"	0	
3				N. N. E.	"	3-4			30. 22	61	59	58		"	"	0	
4	Hanging to Wind			S. W. by S.	N. E.	4-5			30. 22	60	59	58		"	"	0	
5				"	"	4			30.23	60	59	58		o. c. d.	"	0	
6				"	"	3-4			30.23	60	59	58		"	"	0	
7				"	"	3-5			30.25	60	58	57		"	"	0	
8				"	N. N. E.	4-5			30.26	59	57	56		"	"	0	
9	Swing to Ebb			N. E. by N.	N. E. by N.	4-5			30.25	58	57	56		o. c. q. d.	"	0	
10				"	"	4-5			30.26	58	57	56		"	"	0	
11				"	"	4			30.27	58	57	56		o. c. m.	"	0	
Noon.				"	"	4			30. 25	59	58	57		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 1200 "

Water remaining on hand fit for use at noon, 2800 "

Coal consumed during the preceding 24 hours, 1 tons, 1120 lbs.

Coal remaining on hand at noon, 71 " 340 "

P. M.													
1		Ebb	N. E. by N.	North	4		30.23	59	58	57	o. c. m.		
2		"	"	"	4		30.23	59	58	57	"		
3		"	"	"	4		30.22	58	57	56	"		
4	Hanging to Wind	N. W.	N. N. E.	"	4		30.22	58	58	57	"		
5	Wind	S. W. by W.	"	"	4-5		30.22	58	58	57	o. c. m. d. q.		
6	"	"	"	"	4-5		30.22	58	58	57	"		
7	"	"	"	"	4		30.24	59	57	55	"		
8	"	"	"	"	4		30.24	58	55	54	"		
9	"	S. by W.	"	"	3-4		30.25	57	55	54	o. c. m. d.		
10	Swinging to Ebb	N. E. by N.	"	"	4		30.25	57	55	54	"		
11	Ebb	"	"	N. by E.	4		30.25	57	55	54	"		
Mid.	"	"	"	"	4		30.25	57	55	54	o. c. m. p. d.		

under the command of Commander E. J. Strong, U. S. Navy,

Sunday, October 4th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

Overcast and cloudy looking like rain. Gentle to stiff breeze in squalls from N.N.E. to N.E. Strong ebb tide, and swing to flood at 5.50 P.M. Distilling

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Overcast with drizzling rain. Gentle to fresh breeze from N.E. and N.N.E. Barometer rising. Flood tide. Carried out morning Adm. Library party returned.

J. B. Luby
Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather overcast and cloudy with drizzling rain first half of watch. Stiff to moderate breeze from N.E. by N. Barometer steady. At 8.30 swung to ebb tide. Distilling.

W. B. W. Howe
Lieutenant U.S.N.

From Merid. to 4 P.M.

Overcast, cloudy, damp and cool. Moderate breeze from North to N.N.E. Ebb tide till 3.45 when slack water, and swinging to flood. Finished distilling at 12.50.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Weather overcast and cloudy with passing showers of drizzling rain. Moderate breeze from N.N.E. Barometer steady. Flood tide.

W. B. W. Howe
Lieutenant U.S.N.

From 8 P.M. to Mid.

Overcast, cloudy and cool. Light rain at end of watch. Moderate breeze from N.N.E. and N. by E. Swung to flood tide at 9. Banked fires under boiler 6.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4-895

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor off Foot of 34th Street North River N.Y.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1			Ebb	N. Ebb N.	N. by E.	4			30.25	56	54	53		0.c.m.d.	cum.nimb	0	
2			"	"	"	4			30.24	56	54	53		"	"	0	
3			"	"	"	4			30.24	56	54	53		"	"	0	
4			"	N. by E.	"	4			30.22	56	54	53		"	"	0	
5	Bunging to Sland		"	NW by W.	"	4			30.22	56	54	53		"	"	0	
6	Sland		"	NW.	North	4			30.22	56	54	53		"	"	0	
7			"	"	"	4			30.23	56	54	53		0.c.m.	"	0	
8			"	"	"	4			30.23	56	54	53		"	"	0	
9			"	"	"	4			30.24	58	55	54		"	"	0	
10	Bunging to Ebb		"	NE.	NE.	4			30.25	57	54	53		"	"	0	
11			"	"	"	4			30.23	57	54	53		"	"	0	
Noon.			"	NE. by N.	N. NE.	4			30.22	58	56	55		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 200 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons, 1600 lbs.

Coal remaining on hand at noon, 69 " 980 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1			Ebb	NE. by N	N. by E.	4			30.22	57	56	55		0.c.m.	cum.nimb	0	
2			"	"	"	4			30.22	57	56	55		"	"	0	
3			"	"	"	4			30.20	58	57	56		"	"	0	
4			"	"	"	3			30.20	58	56	55		"	"	0	
5	Bunging to Sland		"	NW. by W.	"	3			30.20	58	56	55		"	"	0	
6	Sland		"	"	"	3			30.19	59	56	55		"	"	0	
7	"		"	NW.	"	3			30.19	60	56	55		b.c.m.	"	2	
8	"		"	"	"	2			30.20	59	56	55		"	"	2	
9	"		"	NW by W.	N. by W.	2			30.19	59	56	55		"	"	2	
10	Bunging to Ebb		"	NE.	N. NE.	2			30.19	59	56	55		0.c.m.	"	0	
11	Ebb		"	NE. by N.	"	2			30.18	59	55	54		"	"	0	
Mid.	"		"	"	"	2			30.14	58	56	54		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Monday, October 5, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and cloudy with light drizzling rain. Moderate breze from N. by E. Barometer falling. Riding to Ebb.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Weather overcast and cloudy, with drizzling rain first part of watch. Moderate breze from N by E. to North. At 4.30 swung to flood tide. Received in Dept. of Supplies and Accounts 106 1/4 lbs. beef, 106 1/4 lbs vegetables and 85 lbs. bread. Three men in barge for wor in Shelburne.

W.S.W. Whittlesey
Lieutenant U.S.N.

From 8 A.M. to Noon.

Overcast, cloudy and cool. Moderate breze from North to N.N.E. At 9.30 swung to ebb tide. At 9.30 called to quarters and Captain F.A. Cook U.S.N. was received on board as Inspecting Officer after which the ship and crew were inspected at quarters. Apprentice bags were inspected. At 10.15 cleared ship for action and exercised at General Quarters for the Inspecting Officer, secured at 11.30. Drill under letter C.

R.D. Tisdale
Ensign U.S.N.

From Noon to 4 P.M.

Overcast and cloudy. Moderate to gentle breze from N. by E. Inspecting Officer continued inspection. Exercised at making, taking in and furling sail: keeping and trim topgallant yards. Exercised boats, under oars and at arm and away for cutting out. Inspected bedding. Divine wire exercised at following drills: Single sticks: Infantry: Pistol and setting up. Sent liberty party ashore at 3.45. Inspecting Officer left ship at 2.45.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Generally overcast and cloudy. Gentle N Ely. breze. Swung to flood tide at 4.45.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast and cloudy. Light breze from N. by W. to N.N.E. Barometer falling. Finished swinging to ebb at 9.45.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4—986

LOG of the UNITED STATES Ship Essex Third Rate,

At anchor off Pier 34th Street N.R. New York and Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1			Ell.	N.E. by N.	N.N.E.	3			30.19	57	55	53		O. c. m.	cum. cumil.	0	
2			"	"	"	3			30.19	57	55	54		"	"	0	
3			"	"	"	3			30.19	57	55	54		"	"	0	
4	Steering to		Stood	"	"	3			30.19	57	55	54		"	"	0	
5			Stood	N.N. by W.	"	2			30.19	57	55	54		"	"	0	
6			"	"	North	2			30.20	57	55	54		"	"	0	
7			"	N.W.	N. by E.	2			30.20	58	55	55		"	"	0	
8			"	"	N.E.	2			30.19	58	55	55		"	"	0	
9			"	"	"	2-3			30.18	59	57	56		"	"	0	
10	Underway			Various courses	N.N.E.	2			30.17	61	60	58		"	"	0	
11				S.E. by E.	"	1			30.15	62	62	61		b. c. m.	cum.	2	
Noon.				"	"	1			30.16	62	63	61		"	cum. cumil.	1	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2000 "

Coal consumed during the preceding 24 hours, 3 tons. 960 lbs.

Coal remaining on hand at noon, 66 " 20 "

P. M.																
1			S.E. by E.	N.N.	3		30.15	63	62	61		O. c. m.	cum. cumil.	0	
2			"	"	3		30.15	63	62	61		"	"	0	
3			"	N.N.W.	3		30.14	63	62	60		"	"	0	
4			"	Various	0-1		30.13	63	62	60		"	"	0	
5			"	S.E.	1		30.13	63	60	58		"	"	0	
6			"	"	1		30.13	63	60	58		"	"	0	
7			"	E.S.E.	1-2		30.12	62	60	58		"	"	0	
8			"	"	2		30.12	62	60	58		O. c. mod.	"	0	
9			"	"	1		30.11	61	59	58		"	"	0	
10			"	"	2		30.10	61	59	58		"	"	0	
11			"	"	2		30.09	60	58	57		"	"	0	
Mid.			"	"	2		30.07	60	58	57		"	"	0	

4—96

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday October 6, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Cloudy and hazy. Gentle breeze from N.NE. Barometer steady. Riding to Ebb.

J. V. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M. Overcast and cloudy. Light breezes from North to NE. Turning to flood tide at 4.45. Started fires under boilers B and D at 5 o'clock. Received in Dept. of Supplies and Accounts following fresh provisions, 106 1/4 lbs. beef, 106 1/4 lbs. vegetables, 85 lbs. bread.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridian. Overcast to cloudy. Gentle breeze to light airs from NE. to N.NE. Barometer unsteady. Rigged in boom boom took in accommodation ladders turned over engines and brought to Swaw. At 9.15 hove up anchor and stood down North river with Commanding Officer conning the ship. Hoisted topgallant masts and fidded again after passing under bridge. At 10.30 made N under to Vermont and there Ind. 5673. Vermont answered with the affirmative. Moored to Navy Yard Dock near shears. Commanding Officer paid an official visit to the Commandant. Under steam alone while underway using boilers B.C. and D. At 11.40 let fires die out except in boiler D. for heating. Draft of ship forward 13' 11½", aft 16' 11".

L. McNamee
Ensign U.S.N.

From Meridian to 4 P.M. Overcast, cloudy and hazy. Light airs to gentle breeze from NW. to N.NW. Barometer falling. Crew at work stripping ship. At 1.00 moored sail to dry. At 2.15 furled and unbent sails, sending them on the Dock. At 3.30 sent down topgallant masts rebent them and bent yards on the dock. In sending down topgallant masts lizard slipped and head of mast came down by the run breaking fore topgallant mast at shear pole. By order of Commanding Officer confined P. J. Kelly (A.S.C.) for three day solitary confinement on board and water, offence, direct disobedience of orders. Made the following signals to Vermont at 1.05: Ind. 5455: At 2.10 Ind. 4826 and Ind. 6107. At 3.20, Ind. 6180. Vermont answered Yes to three first signals. Naval Boards of Survey from Navy yard came on board and Navy yard workmen started work in Constructors Dept. Received on board with necessary papers, J. J. Cheiz, Mr. at A 3 class.

J. V. Jordan
1st Lieutenant U.S.N.

From 4 to 8 P.M. Overcast, cloudy and misty. Light airs to light breze from SE. to E.SE. Engaged in stripping ship till 5 o'clock. Sent liberty party on shore.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight. Overcast, cloudy, drizzling rain. Light airs to light breze from E.SE. Barometer falling.

J. V. Jordan,
1st Lieutenant U.S.N.

Examined and found to be correct.

Rogers Galt
Lieutenant U.S.N. Navigator

4—986

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				S.E. by E.	Variable	0-1			30.05	60	59	58		0. c. m. d.	cum. nimb.	0	
2				"	W. S.W.	2			30.03	60	59	58		0. c. m.	"	0	
3				"	"	2			30.02	60	58	57		"	"	0	
4				"	"	3			30.02	60	58	57		0. c. m. d.	"	0	
5				"	"	3			30.00	60	58	57		0. c. m. w.	"	0	
6				"	"	2			30.00	59	58	58		"	"	0	
7				"	S.W.	2			30.00	59	58	57		0. c. m. p.	"	0	
8				"	"	2			30.00	60	58	58		b. c. m. d.	"	2	
9				Compasses Removed.					29.99	63	60	59		b. c. m.	"	1	
10									29.98	64	62	60		"	"	2	
11									29.99	66	65	61		"	"	2	
Noon.									30.00	68	66	62		"	"	1	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1500 "

Coal consumed during the preceding 24 hours, 1 tons, 320 lbs.

Coal remaining on hand at noon, 64 " 1940 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				Compasses Removed		2			30.01	66	66	62		b. c. m.	cum. strat.	4	
2						2			30.01	64	64	62		"	"	5	
3						2			30.03	64	62	61		"	"	4	
4						2			30.04	63	62	60		"	"	4	
5						2			30.06	62	59	56		"	"	5	
6						2			30.07	61	59	56		"	"	4	
7						2			30.09	60	59	56		"	"	4	
8						3-4			30.09	60	59	56		"	"	6	
9						3-4			30.13	57	57	54		b. c. m. q.	"	6	
10						3-4			30.13	56	54	51		"	"	6	
11						3			30.16	56	54	51		b. c. m	"	7	
Mid.						2			30.17	55	55	50		b. m.	nim	10	

4—265

under the command of Commander E. T. Strong, , U. S. Navy,

Wednesday October 7 , 1896 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and misty with light drizzling rain first and last hours. Calm to light variable airs first hour. Light to gentle breeze from W.S.W. rest of watch. Barometer falling slowly.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast cloudy and raining. Gentle to light breeze from W.S.W. to S.W. Steady barometer. Engaged stripping ship. Lowered sailing launch and sent it up to cranes to be hoisted out and sent up to boat house. Got topsail yards ready for coming down.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Merid.

Pleasant and hazy. Barometer steady. At work stripping ship, getting rigging yards etc on the dock. Sent boats to crane for stores in boat shop. At 11.00 sent crew with bags, hammocks and mess gear to U.S.R.S. Vermont.

J. V. Jordan
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair and cool. Light breeze from N'd and W'd. Barometer rising. Stripping ship and sending gear to store house. Sent for yard riders. At 4.30 sent crew to Vermont for mooring and bathing. Transferred to the U.S. Naval Hospital Brooklyn N.Y. Ch. H. Thain (B.M. 2 cl.) H. Tyrrell (Private) J. Quinn (L. 3 cl.)

J. V. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and cool. Gentle to moderate N'Wly breeze. Barometer rising.

J. V. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid

Clear and cool. Light to moderate N'Wly breeze. Barometer rising.

J. V. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

Roger H. Galt
Lieutenant U.S.N. Navigator

4—265

LOG of the UNITED STATES Ship Essex, Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				Compasses	Removed	3			30.18	55	55	51		b. m.	none	10	
2						3			30.20	55	52	50		"	"	10	
3						3			30.21	52	49	45		"	"	10	
4						3			30.21	50	48	46		"	"	10	
5						3			30.22	50	48	44		b. c. m.	cum. strat.	7p	
6						3			30.25	49	46	44		"	"	5	
7						3			30.26	50	46	44		"	"	7	
8						3			30.26	58	54	49		"	"	8	
9						4			30.26	57	55	50		"	"	8	
10						4			30.25	58	57	52		"	"	6	
11						4			30.26	60	60	54		"	"	5	
Noon.						4			30.26	60	59	52				4	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, 1920 lbs.

Coal remaining on hand at noon, 64 " 20 "

Hour																	
P. M.																	
1				Compasses	Removed N. N. W.	4			30.31	62	62	55		b. [illegible]	cir. cum.	4	
2					N. W. by W.	4			30.30	62	62	55		"	"	4	
3					"	4			30.32	62	58	53		"	"	5	
4					"	4			30.35	60	57	52		"	"	4	
5					"	4			30.36	60	55	50		"	"	6	
6					"	3			30.36	60	55	50		"	"	5	
7					"	3			30.41	57	51	48		"	"	8	
8					"	3			30.45	54	49	46		"	"	8	
9					"	3			30.47	53	49	46		"	"	9	
10					"	2			30.50	52	49	44		"	"	9	
11					"	2			30.53	51	46	44		"	"	8	
Mid.					"	2			30.52	50	46	44		"	"	9	

4—26

under the command of Commander E. T. Strong, U. S. Navy,

Thursday October 8, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear overhead, smoky around horizon. Gentle N.W. by W. breeze. Barometer rising.

J. R. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear overhead, smoky around horizon. Barometer rising.

J. R. Jordan
Lieutenant U.S.N.

From 8 A.M. to Merid.

Fair weather. Moderate breeze from N.W. Continued work stripping ship. Boards of Survey on Ordnance Equipment and Steam Engineering cases on board. Navy Yard workmen on board as follows: 13 Carpenters: 3 Riveters: 1 Holder on: 1 Ship fitter. 14 Laborers. James Conway C.P. absent without leave.

J. B. Luby
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair weather. Moderate breeze from N.W. and N.W. by W. Continued work stripping ship. Navy Yard workmen on board as follows: 13 Carpenters: 3 Riveters: 1 Holder on: 1 Ship fitter: 14 Laborers.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear and cool. Moderate to gentle breeze from N.W. by W. Barometer rising. Navy Yard workmen left off work at 5 o'clock. Commander E. T. Strong, left the ship on one week leave of absence.

J. B. Luby
Lieutenant U.S.N.

From 8 P.M. to Meid.

Clear and cool. Light to gentle breeze from N.W. by W. Barometer rising.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

Roger N. Galt
Lieutenant U.S.N. Navigator.

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tithes.	State of the Sea.
A. M.					NNE by N.										cir.		
1				Compasses	Remond	3			30.53	49	46	43		b.c.m.	cum.strat.	8	
2					"	3			30.53	49	46	43		"	"	8	
3					"	3			30.53	49	44	42		"	"	8	
4					"	2			30.53	48	44	42		"	"	8	
5					"	2			30.55	47	43	41		"	"	3	
6					"	2			30.56	46	43	41		"	"	4	
7					"	2			30.60	48	44	41		"	"	4	
8					"	3			30.61	53	52	48		"	"	4	
9					N by E	3			30.74	54	53	49		"	"	5	
10					"	3			30.74	56	57	52		"	"	3	
11					"	3			30.73	58	61	55		"	"	3	
Noon.					"	2.3			30.72	58	61	55		"	"	4	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tithes.	State of the Sea.
P. M.																	
1				Compasses	Remond NE by N	3			30.71	59	61	55		b.c.m.	cir.cum	7	
2					"	3			30.69	58	61	55		"	"	9	
3					"	3			30.69	57	58	51		b.m.	nim	10	
4					"	3			30.69	57	58	51		"	"	10	
5					"	2			30.70	55	54	49		"	"	10	
6					"	2			30.72	55	52	48		"	"	10	
7					"	2			30.73	54	52	48		"	"	10	
8					"	2			30.74	53	51	47		"	"	10	
9					"	3			30.75	51	49	45		"	"	10	
10					"	3			30.75	51	49	45		"	"	10	
11					"	3			30.75	50	48	44		"	"	10	
Mid.					"	3			30.75	49	48	44		"	"	10	

4—26

under the command of Commander E. T. Strong, U. S. Navy,

Friday, October 9, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cool. Gentle to light breeze from N.W. by W.

Barometer steady.

J. B. Luby
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair and cool. Light breze from N.W. by W. Barometer rising.

J. B. Luby
Lieutenant U. S. N.

From 8 A.M. to Midd.

Weather fair and pleasant. Light to gentle breze from N.E. Barometer falling. Continued stripping ship with the crew. The following Navy Yard workmen were engaged on board:- In Construction Dept. 13 Carpenters; 3 Riveters; 2 Helpers; 1 Shipfitter and 11 Laborers. In Engineer Dept. 2 Machinists; 1 Rigger and 2 helpers. At 11 o'clock hauled fires under main boiler. Louis Mackie (Cole) received his discharge by purchase. By order of Commanding Officer P. F. Kelly (A.S.C) was released, his term of confinement having expired.

W. B. Whiteley
Lieutenant U. S. N.

From Midd. to 4 P.M.

Weather clear and pleasant with gentle breze from N.E. by N. Barometer falling. Continued stripping ship with ships crew. The same Navy Yard workmen engaged on board as in forenoon. William Budd, Seaman, was placed in double irons and later sent to the Receiving Ship a prisoner to await trial by Court Martial for being drunk on board ship. Chief Engineer Stacy Potts, U.S.N, was granted leave of absence for five days: Ensign R. D. Riddle, U.S.N, for one week: and A. Paymr. Dorsey for one week.

W. B. Whiteley
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather clear, with light to gentle breze from N.E. by N. Barometer rising.

W. B. Whiteley
Lieutenant U. S. N.

From 8 P.M. to Midd.

Weather clear and cold, with gentle breze from N.E. by N.

W. B. Whiteley
Lieutenant U. S. N.

Examined and found to be correct.

Rogers McCalla
Lieutenant U. S. N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex **Third Rate,**

Moored to Dock, Navy Yard, New York

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																
1				Compasses Reduced	N E by N.	2			30.76	49	47	44	b. m.	nimbus	10	
2				"	"	3			30.77	48	46	43	"	"	10	
3				"	"	3-4			30.77	47	46	43	"	"	10	
4				"	"	3-4			30.77	47	46	43	"	"	10	
5				"	"	4			30.78	47	46	44	b. c. m.	cum. strat.	7	
6				"	"	3			30.78	47	45	43	"	"	7	
7				"	"	3			30.80	50	47	45	"	"	7	
8				"	N. E. by N	3			30.80	52	52	48	"	"	8	
9				"	"	3			30.79	54	64	57	"	cir. str.	7	
10				"	"	3			30.79	56	63	57	"	cum. str.	7	
11				"	"	3			30.79	58	62	53	"	"	4	
Noon.				"	"	3			30.79	58	58	53	o. c. m.	"	0	

Position at 8 A. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″ ; Longitude by observation ° ′ ″ ; Latitude by D. R. ° ′ ″ ; Longitude by D. R. ° ′ ″

Course made good since preceding noon :

Distance made good since preceding noon : miles.

Distance by Log since preceding noon : miles.

Current per hour : miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																
1				Compasses Reduced	N. E. by N	3			30.78	52	48	43	o. c. m.	cum. str.	0	
2				"	"	3			30.78	57	57	52	"	"	0	
3				"	"	2			30.71	57	57	52	b. c. m.	"	4	
4				"	"	2			30.71	57	57	52	"	"	5	
5				"	"	3			30.71	52	53	47	"	"	4	
6				"	E. N. E.	3			30.71	53	53	47	"	"	4	
7				"	"	3			30.72	54	54	51	"	"	4	
8				"	"	3			30.72	54	53	51	"	"	7	
9				"	"	3-4			30.71	53	53	51	"	"	9	
10				"	"	4			30.70	51	50	47	bm.	Nim	10	
11				"	"	2-3			30.69	51	50	47	be. m	cum. str.	8	
Mid.				"	"	3			30.69	51	50	47	"	"	3	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday October 10, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather clear and cool. Light to moderate breze from NE. by N.

Barometer steady

W. B. Whinery
U.S. Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear and cool, with gentle breze from NE. by N. Barometer rising.

W. B. Whinery
U.S. Lieutenant U.S.N.

From 8 a.m. to Meridian

Clear and pleasant & overcast. Gentle breze from N.E. Navy Yard workmen employed on board as follows: Construction Dept 15 carpenters and 10 laborers. Eng. Dept 2 machinists, 2 helpers, 1 rigger, 3 boilermakers and 2 helpers. C. Wilson (Sea. 2d.) by order aft Comdg Officer was placed in double irons and later transferred him to the "Vermont" as prisoner awaiting court-martial for being drunk on board ship while on duty. Engaged in stripping ship with crew. Sprung a ( ) left ship on 5 days leave.

L. M. Nance
Ens. Ensign U.S.N.

From Meridian to 4 p.m.

Overcast & cloudy. Gentle to light breze from N.E. to E. Barometer falling. G. M. Brown and R. Wright Sea's 3d cl. were placed in double irons for 1 day by order of Commanding Officer for fighting, after being stopped by master at arms. H. Sartain (ship wright) left the ship on 7 days leave. Continued stripping ship with crew. Navy Yard workmen engaged in Eng. Dept as on for noon watch, in Construction Dept. 17 carpenters and 12 laborers

L. M. Nance
Ens. Ensign U.S.N.

From 4 to 8 P.M.

Clear and cool. Gentle breze from NE by E. to ENE.

L. M. Nance
Ens. Ensign U.S.N.

From 8 P.M. to Mid.

Hazy and cool. Gentle and moderate breze from E. NE. Barometer falling slowly.

L. M. Nance
Ens. Ensign U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses Removed					a.								
A. M.																	
1				S E. by E.	E. N. E. light	4			30.69	49	47	44		b.cu.	cu-strat	7	
2					"	4-5			30.66	48	46	43		....	"	6	
3					"	4-5			30.64	47	46	43		....	"	5	
4					"	4			30.63	47	46	43		o.c.cu.	"	0	
5					N E by N.	4-5			30.63	47	46	44		b.c.	"	0	
6					"	4-5			30.62	47	45	43		....	"	0	
7					"	4-5			30.60	50	47	45		....	"	0	
8					N E by	6-8			30.58	52	52	46		o.c.cu.q.	"	0	
9					"	6-8			30.58	54	64	48		....	"	0	
10					"	8-8			30.56	56	63	57		....	"	0	
11					"	8-8			30.54	58	62	57		....	"	0	
Noon.					"	8-8			30.52	56	58	53		....	"	0	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S E by E.	N E. by N.	6-8			30.47	55	54	51		o.c.cu.q.	cum.	0	
2					"	6-8			30.44	55	54	51		"	"	0	
3					"	6-8			30.42	55	54	51		....	....	0	
4					"	6-8			30.41	55	54	51		....	....	0	
5					"	6-8			30.39	55	54	51		o.c.cu.q.d.l.	cum-nimb	0	
6					"	6-8			30.39	55	54	51		....	"	0	
7					"	6-8			30.37	54	52	50		o.c.q.p.	"	0	
8					"	6-8			30.37	53	51	50		"	"	0	
9					"	6-8			30.35	53	51	50		"	"	0	
10					"	6-8			30.34	53	51	50		"	"	0	
11					"	6-8			30.30	52	51	50		"	"	0	
Mid.					"	6-7			30.29	53	51	50		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Sunday October 11, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Clear to overcast. Moderate to stiff breeze from E. NE. Barometer falling.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M. Overcast and cloudy. Moderate to stiff breeze from E. NE. to NE. increasing in force to moderate gales last hour. Barometer falling.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Midnight. Overcast cloudy misty and threatening. Stiff to fresh breeze with heavy squalls from Nd and Ed. Barometer falling. Got out from spiles 5 inch line for extra stern fast. Navy Yard tugs towed floating derrick from outside of ship to Ord Dock. J. Schneider Boatman returned from liberty 48 hours extent.

J. V. Jordan
Lieutenant U.S.N.

From Midnight to 4 P.M. Overcast, cloudy misty threatening weather. Fresh breeze to moderate gale from NE. by N. Barometer falling.

J. V. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Overcast, cloudy, misty, passing showers. Fresh breeze to moderate gale from NE. by N. Barometer falling.

J. V. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnight. Overcast cloudy, passing rain squalls. Fresh breeze to moderate gale from NE. by N. Barometer falling.

J. V. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4-889

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compassed	Reduced				a								
A. M.																	
1				S E by E	N E by N	6			30.27	52	50	49		O. c. q. p.	cum. nimb	O	
2					"	6			30.24	52	50	49		"	"	O	
3					"	6			30.21	52	50	49		O. c. q. m	"	O	
4					"	6			30.21	52	51	49		"	"	O	
5					"	6			30.20	52	51	49		"	"	O	
6					"	6			30.19	53	51	49		"	"	O	
7					"	6			30.21	53	53	51		"	"	O	
8					"	6			30.21	54	53	51		"	"	O	
9					"	6-7			30.23	54	53	51		"	"	O	
10					"	6-7			30.23	55	54	52		"	"	O	
11					"	6-7			30.24	55	54	52		"	"	O	
Noon.					"	5-7			30.24	56	54	52		"	"	O	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																		
1				S E by E	N E by N	5-7			30.23	55	54	52		O. c. q. m	cum. nimb	O	
2					"	5-7			30.22	55	54	52		"	"	O	
3					"	5-7			30.23	55	54	52		"	"	O	
4					"	5-7			30.24	55	54	52		"	"	O	
5					"	4-6			30.24	55	54	52		"	"	O	
6					"	4-6			30.24	55	54	52		"	"	O	
7					"	4-7			30.24	55	54	52		"	"	O	
8					"	4-6			30.24	55	54	52		"	"	O	
9					"	4-6			30.24	55	54	52		"	"	O	
10					"	5-7			30.22	54	53	51		"	"	O	
11					"	4-6			30.22	54	53	50		"	"	O	
Mid.					"	4-6			30.20	54	53	50		"	"	O	

under the command of Commander E. J. Strong, U. S. Navy,

Monday, October 12, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy, misty, passing rain squalls. Fresh breeze to moderate gale from NE. by N. Barometer falling.

J. R. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast, cloudy, misty and squally. Fresh breeze to moderate gale from NE. by N. Barometer fluctuating.

J. R. Jordan
Lieutenant U.S.N.

From 8 A.M. to Mend.

Overcast and squally. Stiff to fresh breeze from NE. by N. Barometer rising slowly. Navy Yard workmen on board as follows:- In Construction Dept. 26 Carpenters: 2 Riveters: 1 and 11 Laborers: In Steam Engineering, 2 Machinists: 2 Helpers: 1 Rigger: 3 Boiler Makers and 2 Helpers. Pumping Court Martial met in Building 7 for the trial of William Budd Sea of this vessel and Charles Wilson BM. 2 cl. also of the Essex. The Court adjourned to await the action of the convening authority at 11.50.

J. C. Luby
Lieutenant U.S.N.

From Mend. to 4 P.M.

Overcast and squally. Stiff to fresh breeze from NE. by N. Barometer falling at first, then rising slowly. Navy Yard workmen on board as follows- In Construction Dept. 26 Carpenters: 2 Riveters: and 11 Laborers. In Steam Engineering, 3 Machinists, 2 Helpers. 1 Rigger: 2 Boiler Makers and 2 Helpers.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast and squally. Moderate to fresh breeze from NE. by N. Barometer steady. Navy Yard workmen, same as in last watch until 5.

J. C. Luby
Lieutenant U.S.N.

From 8 P.M. to Mid.

Overcast and squally. Moderate to fresh breeze from NE. by N. Barometer falling slowly.

J. C. Luby
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Gatch
Lieutenant U.S.N. Navigator.

4—869

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry bulb.	Air. Wet bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.				Compasses Reversed													
1				P E by E	NE. by N.	5 7			30.20	53	52	50		O. c. q. m.	cum. nimb	0	
2					"	4-6			30.19	53	52	50		"	"	0	
3					"	4-6			30.19	52	52	50		Q. C. r.	"	0	
4					"	3-4			30.19	52	52	50		"	"	0	
5					"	3-4			30.19	52	51	50		"	"	0	
6					N. NE	3-4			30.18	51	51	50		"	nimb	0	
7					"	3-4			30.17	50	50	50		"	"	0	
8					North	3			30.16	50	50	49		"	"	0	
9					"	3			30.16	50	50	49		"	"	0	
10					"	3			30.14	50	50	49		"	"	0	
11					"	2			30.14	51	50	50		"	"	0	
Noon.					"	3			30.12	51	51	50		O. c. r. m.	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				P E by E.	N. by W.	3			30.07	51	51	50		O. c. m. d.	cum. nimb	0	
2					North	3			30.06	52	51	50		"	"	0	
3					"	3			30.04	52	51	50		"	"	0	
4					N. by E.	3			30.04	52	51	50		O. c. cu. p.	"	0	
5					"	3			30.03	52	51	50		"	"	0	
6					"	3			30.03	53	51	50		"	"	0	
7					NE. by N.	3			30.03	52	51	50		"	"	0	
8					"	3-4			30.03	52	51	50		"	"	0	
9					"	3			30.03	52	51	50		"	"	0	
10					"	3			30.00	52	51	50		"	"	0	
11					"	3			29.99	52	52	50		"	"	0	
Mid.					"	3			29.99	53	52	50		"	"	0	

under the command of Commander E T Strong, U. S. Navy,
Tuesday October 13, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Overcast and squally raining last half. Barometer falling slowly. Moderate to fresh breze from NE by N.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.
Overcast and raining. Gentle to moderate breze from NE. by N. and N.NE hauling to North last hour. Barometer falling slowly.

J. C. Luby
Lieutenant U.S.N.

From 8 A.M. to Midd.
Weather overcast and cloudy, with mist and drizzling rain. Gentle breze from North Barometer falling. The following Navy Yard workmen who engaged on board in Construction Dept. 9 Carpenters and 11 Laborers. A.R. Jochumsen (D.M. 1c), C. J. Swanson (Exc) and E. Sweeney (P.C. 1cl) were transferred to the U.S.R.S. Piermont, with necessary papers.

W.B.Whittlesey
Lieutenant U.S.N.

From Midd to 4 P.M.
Weather overcast and cloudy with drizzling rain. Gentle breze from N. by W. to N by E. Barometer falling. Chief Engineer Stacy Potts, U.S.N. reported his return from leave. Thomas Reilly (CP) was granted 7 days leave. The following Navy Yard workmen were engaged on board in Construction Dept. 6 Carpenters and 11 Laborers. The smoke pipes and main top were hoisted out by floating derrick. The Board of Survey of which Lieut Comdr Frederick Singer U.S.N. was senior member, held a Survey in Equipment Dept.

W.B.Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.
Weather overcast and cloudy with passing showers of drizzling rain. Gentle breze from NE. by N. and N. by E. Barometer steady.

W.B.Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midd.
Weather overcast and cloudy with passing showers of drizzling rain. Gentle breze from NE. by N. Barometer falling.

W.B.Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

Rogers N. Gest
Lieutenant U.S.N. Navigator.

4-955

LOG of the UNITED STATES Ship Essex Third **Rate,**

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses Removed					a.								
A. M.																	
1				FE by E-	N.NE.	3-4			29.95	52	52	51		0.c.m.d.	cum.nim.	0	
2					"	3			29.94	52	52	51		"	"	0	
3					"	3			29.94	52	52	51		0.c.cu.	"	0	
4					"	2-3			29.95	52	52	51		"	"	0	
5					"	2			29.95	52	52	51		"	"	0	
6					"	2			29.97	52	52	51		"	"	0	
7					"	2			29.97	52	52	51		"	"	0	
8					"	2			29.97	52	52	51		"	"	0	
9					"	3			29.99	53	53	52		0.c.d.cu.	"	0	
10					"	2			29.97	54	54	53		0.c.cu.	"	0	
11					"	2-3			29.97	54	54	53		0.c.cu.d.	"	0	
Noon.					"	3			29.96	54	54	53		0.c.cu.	"	0	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				FE by E.	N.N.E.	2			29.94	54	54	53		0.c.m.	cum.nim.	0	
2					"	2			29.92	54	54	53		"	"	0	
3					"	3			29.92	53	54	53		"	"	0	
4					"	3			29.92	55	55	54		"	"	0	
5					North	3			29.92	55	55	54		"	"	0	
6					"	3			29.93	54	54	53		"	"	0	
7					"	3			29.95	54	53	52		"	"	0	
8					"	3			29.96	53	53	52		"	"	0	
9					"	4			29.96	52	53	52		"	"	0	
10					"	4			29.96	52	53	52		0.c.cu.d.	"	0	
11					"	4			29.96	52	53	52		"	"	0	
Mid.					"	3			29.95	52	53	52		"	"	0	

under the command of Commander E. J. Strong, , U. S. Navy,

Wednesday October 14 , 187 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather overcast and cloudy with drizzling rain. Light to moderate breze from N.NE. Barometer steady.

W.B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather overcast cloudy and misty. Light breze from N.NE. Barometer rising.

W.B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Meridn

Overcast and cloudy with occasional light drizzle. Light and gentle breezes from N.NE. Apprentices except the following were granted ten days leave with orders to report at the end of that time to the Navy Yard, viz:- Blovac P. Keating M. Lawrence J. Cushing G.R. Child J. and Brown J.B. Navy Yard workmen engaged on board as follows:- Construction Dept. 22 Carpenters 11 Laborers. Engineers Dept. 4 Machinists: 2 Helpers: 1 Rigger. Board of Survey on Equipment came on board.

L. McNamee
Ensign U.S.N.

From Meridn to 4 P.M.

Overcast cloudy and misty. Light to gentle breze from N.NE Board of Survey on Equipment (Margetia) came on board. Did following and left the ship on one weeks leave of absence: Cronin E.J. Kaiser J.F. (Pat) Dillefsen J.J. (Pat) J.E. Ellsworth (Cox) P.L. Norton (Painter) Johnson J.M. (Ch. Yeo.), Earl Pohlmann (P.O. 1/class) reported on board with necessary transfer papers. Navy Yard Workmen employed on board as follows:- Construction Dept. 22 Carpenters: 11 Laborers. Engineers Dept. 4 Machinists: 3 Helpers: and 1 Rigger.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Overcast and cloudy. Gentle Northerly breze. Rising barometer. Navy Yard workmen employed on board as in afternoon watch till 5 o'clock.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast and cloudy, with light drizzle latter part. Gentle to moderate breze from North.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

Roger A. Welf
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses	Reward				A.								
A. M.																	
1				FE. by E.	North	4			29.95	52	52	51		O. c. and d.	cum-nimb	0	
2				"	"	4			29.93	52	52	51		"	"	0	
3					N. by W.	4			29.93	53	53	51		"	"	0	
4					N. W. by N.	4			29.94	54	53	51		O. c. m.	"	0	
5					"	3			29.92	54	53	51		"	"	0	
6					"	3			29.92	54	53	51		"	cumm.	0	
7					"	2			29.93	54	53	51		b. c.	"	3	
8					"	2			29.93	58	53	51		b. c. m.	cumstrat	2	
9					"	3			29.91	65	61	57		"	"	4	
10					"	3			29.90	65	61	57		"	"	4	
11					"	3			29.89	66	62	57		"	"	3	
Noon.					NW.	3			29.88	66	62	57		"	"	4	

Position at 8 A. M.: Latitude by ° ' "
Longitude by ° ' "

Position at noon: Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				FE. by E.	NW.	3			29.88	66	62	57		b. c. m.	cum-strat	6	
2					"	3			29.86	68	62	57		"	"	6	
3					"	3			29.84	69	64	59		"	"	7	
4						3			29.83	68	64	59		"	"	6	
5					N. by N.	2			29.85	67	64	59		"	"	5	
6					"	2			29.86	66	63	58		"	"	5	
7					"	2			29.88	64	63	58		b. m.	more	10	
8					"	2			29.88	64	63	58		"	"	10	
9					"	1			29.90	63	63	58		"	"	10	
10					West	0-1			29.91	61	61	56		"	"	10	
11					"	1			29.91	61	59	56		"	"	10	
Mid.					"	1			29.91	60	58	55		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Thursday October 15th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and cloudy with light drizzle. Moderate breeze from North to N.N.W.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Overcast, cloudy and hazy. Gentle and light breeze from N.N.W.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Merid.

Fair and hazy. Gentle breeze from N.N.W. to N.W. Barometer falling. Engaged in sending down fore truck trees and overhauling rigging in left at Navy yard. B. Catney (C.P.) left the ship on three days leave of absence and C. Schmidt, B. Mate 2 class, on two weeks leave. J. O. Sprengel (O. 2 cl.) returned from leave. Discharged from this ship and Naval Service, by purchase, E. L. Flora (A. Sc)

J. N. Jordan.
Lieutenant U.S.N.

From Merid. to 4 P.M.

Pleasant and hazy. Gentle breeze from NW. Barometer falling. Engaged in shifting lower chains into chest boxes pipes. The following men left the ship on leave of absence: J. O. Sprengel, O. 2cl., one week: Jeff Ellsworth, Cox, 2 weeks: P. McKay, Ldr one week. The following Navy Yard workmen were engaged on board, 22 Carpenters: 11 Laborers: and 1 Caulker in Construction: 3 Men on galley in Equipment: 4 Machinists: 2 Helpers: 3 Boilermakers: and 2 Helpers in Steam Engineering.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Pleasant and hazy. Gentle breeze from W. by N. Barometer rising. Condr. E. T. Strong, U.S.N. returned from leave.

J. N. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Merid.

Pleasant and hazy. Light airs from W. by N. to West. Barometer steady. Ensign R. D. Tisdale, U.S.N. returned from leave.

J. N. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4—955

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock Navy Yard New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.				Compasses Leeward													
1				SE. by E.	West	2			29.91	58	57	54		b.	none	10	
2				"	"	2			29.91	58	57	54		"	"	10	
3				"	"	2			29.90	58	57	54		"	"	10	
4				"	"	2			29.90	58	56	53		"	"	10	
5				"	"	2			29.90	56	55	52		b. c. m.	cumulus	4	
6				"	"	2			29.91	54	55	52		"	"	4	
7				"	"	2			29.91	55	54	52		"	"	8	
8				"	"	2			29.91	57	55	52		"	"	8	
9				"	W. & W.	2.3			29.89	64	59	56		"	"	5	
10				"	"	2			29.87	66	61	58		"	"	5	
11				"	"	3			29.86	68	62	59		"	"	5	
Noon.				"	"	3			29.84	70	65	61		"	"	6	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.														
1		SE. by E.	W. & W.	3		29.82	70	66	62	b. c. m.	cir. strat.	6		
2		"	"	3		29.83	71	67	62	"	cir. cum.	4		
3		"	"	2		29.84	70	67	62	"	"	4		
4		"	"	2		29.85	69	66	62	"	"	3		
5		"	"	2		29.88	68	66	62	"	"	3		
6		"	West	2		29.93	66	64	60	"	"	3		
7		"	"	2		29.95	63	64	60	"	"	2		
8		"	"	2		29.98	62	63	59	o. c.	"	0		
9		"	"	2		30.00	60	60	56	"	"	0		
10		"	N. W.	3		30.02	59	58	55	b. c.	"	1		
11		"	"	3		30.04	58	57	54	"	"	1		
Mid.		"	"	3		30.06	56	56	52	"	"	1		

under the command of Commander E. T. Strong, U. S. Navy,

Friday, October 16, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light breze from West. Barometer steady.

J. V. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Pleasant and hazy. Light to gentle breze from West to N.W. Barometer steady.

J. V. Jordan
Lieutenant U.S.N.

From 8 A.M. to Merid.

Cloudy but pleasant. Light to gentle breze from N.W. Barometer falling. The sentence of a Summary Court Martial in the case of William Budd Jr. was published on board the U.S.R.S. Vermont. it was twenty days solitary confinement on bread and water in single irons full ration every fifth day, and to be all past that may become due while during his term of confinement. The sentence of Charles Wilson, B.M. 2 cl. tried by the same court was published at the same time it was the same as abov. Navy yard workmen at work on board as follows:- In Construction Dept. 24 Carpenters: 11 Laborers. In Equipment Dept. 6 gallaymen. In Steam Engineering, 4 Machinists, 2 helpers, 2 Boiler Makers and 2 helpers.

J. B. Luby,
Lieutenant U.S.N.

From Merid. to 4 P.M.

Cloudy but pleasant. Light to gentle breze from N.W. Barometer falling at first then rising. Navy yard workmen on board as follows: In Construction Dept 24 Carpenters: 2 Plumbers: and 11 Laborers. In Steam Engineering same as forenoon.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Light breze from West. Barometer rising. Navy Yard workmen, same as in last watch until 5. The following men were on leave of absence J. J. Manley (B.M. 2 cl.) 7 days. J. V. Jinks. (Lds.) 7 days, J. Andes, (F.C. 2 cl.) 7 days, L. W. M. Kelly (B.M. 1 cl.) 14 days. J. H. Brink (G.M. 1 cl.) 14 days.

J. B. Luby,
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy. Light to gentle breze from West and N.W. Barometer rising.

J. B. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4—855

LOG of the UNITED STATES — Ship Essex — Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at Vd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses Reduced.					a								
A. M.																	
1				S E. by E.	N W	3			30.10	55	56	52		O.C.	cum. strat	0	
2				"	"	3			30.10	54	55	52		"	"	0	
3				"	"	3			30.10	54	55	52		"	"	0	
4				"	"	3			30.11	53	53	49		"	"	0	
5				"	"	3			30.12	52	53	49		"	"	0	
6				"	North	3			30.13	53	53	49		b. c. cm.	cir. cum.	2	
7				"	N E.	2			30.14	53	52	49		O. c. cm.	"	0	
8				"	"	2			30.18	53	52	49		"	"	0	
9				"	"	3			30.18	53	52	49		"	Cum. Str.	0	
10				"	N. N. E.	3			30.17	55	53	50		b. c. cu.	"	2	
11				"	"	3			30.17	54	53	50		O.C. cu.	"	0	
Noon.				"	"	3			30.17	55	53	50		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″ ; Longitude by observation ° ′ ″ ; Latitude by D. R. ° ′ ″ ; Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.												
1		S. E. by E.	N. N. E.	3		30.15	54	53	50	O.C. cu.	Cum. nimb.	0
2		"	"	3		30.15	54	53	50	"	"	0
3		"	"	3		30.14	54	53	50	"	"	0
4		"	"	3		30.14	54	53	50	"	"	0
5		"	N. E.	3		30.14	54	53	50	"	"	0
6		"	"	3		30.15	54	53	50	b. c. cu.	"	1
7		"	"	3		30.16	52	52	50	"	"	2
8		"	N. E. by N.	2-3		30.16	52	52	50	O. C. cu.	"	0
9		"	"	3		30.16	52	52	50	"	"	0
10		"	"	3		30.17	53	52	50	"	"	0
11		"	"	3		30.16	52	52	50	"	"	0
Mid.		"	"	3		30.15	52	52	50	"	"	0

under the command of Commander E. T. Strong, , U. S. Navy,

Saturday, October 17 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast. Gentle breze from N.W. Barometer rising.

J. S. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy to overcast. Light to gentle breze from N.W. shifting to N.E. last half. Barometer rising.

J. S. Luby,
Lieutenant U.S.N.

From 8 a.m. to Meridian

Weather overcast and cloudy, with gentle breze from N.N.E. Barometer steady. The following Navy Yard workmen were engaged on board in Construction Dep't: 22 Carpenters, 2 Plumbers and 11 Laborers

W.B.Whiteley
Lieutenant U.S.N.

From Meridian to 4 p.m.

Weather overcast and cloudy with gentle breze from N.N.E. Barometer steady. The following Navy Yard workmen were engaged on board in Construction Dep't: 22 Carpenters, 2 Plumbers, 1 Sheet iron worker, 1 helper and 11 laborers. J. E. Farmer (C.G.M.), A. Sharp (Lds) and M. Bohlin (M.A.A.) were granted two weeks leave.

W.B.Whiteley
Lieutenant U.S.N.

From 4 to 8 p.m.

Weather overcast and cloudy with gentle breze from N.E. to N.E.by N. Barometer rising. At 5.20 the torpedo boat "Cushing" came in from the Eastward.

W.B.Whiteley
Lieutenant U.S.N.

From 8 p.m. to Mid.

Weather overcast, cloudy and misty with gentle breze from N.E.by N. Barometer steady.

W.B.Whiteley
Lieutenant U.S.N.

Examined and found to be correct.

Roger H. Galt
Lieutenant U.S.N. Navigator

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Removed													
A. M.																	
1				S E. by E.	N. N. E.	2			30. 14	52	52	50		oc.cu.	cum. nimb.	0	
2				"	"	2			30. 14	52	52	50		"	"	0	
3				"	"	1-2			30. 14	52	52	50		b.c.cu.	"	4	
4				"	"	2			30. 14	52	52	50		o.c.cu.	"	0	
5				"	"	2			30. 14	52	52	50		"	"	0	
6				"	"	2			30. 14	50	50	48		"	"	0	
7				"	"	2			30. 13	50	50	48		"	"	0	
8				"	"	2-3			30. 13	51	50	49		"	"	0	
9				"	"	2-3			30 12	51	51	49		"	"	0	
10				"		3			30. 11	52	51	50		o.c.d.cu.	"	0	
11				"		3			30. 12	52	51	50		o.c.cu.	"	0	
Noon.				"		2-3			30. 10	52	52	50		o.c.d.cu.	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S E. by E	N. N E	1-2			30.08	53	52	50		o c.d.cu.	cum. nimb	0	
2				N N. by W.	"	2			30.08	53	52	50		"	"	0	
3				"	"	2			30.07	52	52	50		"	"	0	
4				"	"	2			30.07	52	52	50		o.c.cu.	"	0	
5				N W.	"	2			30.08	51	52	50		"	"	0	
6				"	"	2			30.10	52	52	50		b.c.cu.	"	2	
7				"	"	3			30.12	52	51	49		"	"	2	
8				"	"	3			30.16	50	50	48		b.c.	cir.cum.	6	
9				"	"	3			30.20	49	49	46		o.c.	cum.cirr	0	
10				"	"	3			30.22	48	49	46		"	"	0	
11				"	"	3			30.24	48	47	45		b.c.	cum.	7	
Mid.				"	"	3			30.25	48	47	45		"	"	8	

under the command of Commander E. J. Strong, U. S. Navy,

Sunday, October 18, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends 4 a.m.
Weather overcast, cloudy and misty. Light airs to brisk from N.W. Barometer steady

W.B. Whiteley
Lieutenant U.S.N.

From 4 to 8 a.m.
Weather overcast, cloudy and misty with light breezes from N.W. Barometer falling

W.B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Midnd.
Overcast and cloudy with occasional light drizzling rain. Gentle N.W. by W. breezes. The following absent on time, Brown J.G. and Lawrence, D. Apptce 3 class.

R.D. Tisdale
Ensign U.S.N.

From Midnd. to 4 P.M.
Overcast, cloudy. Occasional light rain. Light breezes from N.W. to N.W. by N.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.
Generally overcast and cloudy. Light and gentle breezes from N.W.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnd.
Cloudy to clearing, cooler weather. Gentle breeze from N.W. Rising barometer. Moonlight.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

Lieutenant U.S.N. Navigator.

4-895

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. sat'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses	Pennant				a								
A. M.																	
1				S E. by E.	N. W.	3			30.26	47	46	44		b c	nine	10	
2				"	"	2			30.27	46	45	43		"	"	10	
3				"	"	2			30.29	45	45	42		"	h	10	
4				"	"	2			30.30	44	44	41		"	"	10	
5				"	"	2			30.32	44	44	41		"	"	10	
6				"	"	2			30.34	44	43	40		"	"	10	
7				"	"	2			30.38	43	43	40		"	"	10	
8				"	N. W. by W.	2			30.40	48	48	43		b. m.	"	10	
9				"	"	3			30.39	52	48	44		"	"	10	
10				"	"	3			30.39	55	50	46		"	"	10	
11				"	"	3			30.37	57	50	46		"	"	10	
Noon.				N W by W.	N W by W.	3			30.36	57	52	47		"	"	10	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S E. by E	N W by W.	3			30.36	57	53	48		b. c. m.	cum	5	
2				"	"	3			30.36	56	53	48		"	"	6	
3				"	"	3			30.36	56	53	48		"	"	6	
4				"	"	3			30.37	55	53	48		"	"	8	
5				"	"	2			30.39	54	53	48		"	"	6	
6				"	"	2			30.40	53	51	47		"	"	7	
7				"	"	2			30.42	52	51	46		b. m.	nine	10	
8				"	"	1			30.43	51	50	46		"	"	10	
9				"	"	0-1			30.45	51	50	46		"	"	10	
10				"	"	0-1			30.45	51	50	46		"	"	10	
11				"	"	0-1			30.45	50	49	46		b. c. m.	cum strat	5	
Mid.					Calm	0			30.48	50	49	46			"	3	

under the command of Commander E. T. Strong, U. S. Navy,

Monday, October 19, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudless and cool. Gentle breze from N.W. Barometer rising.

R.D. Tindale
Ensign U.S.N.

From 4 to 8 A.M.

Cloudless and cool. Light breze from N.W. to W.N.W. Rising barometer.

R.D. Tindale
Ensign U.S.N.

From 8 A.M. to Midd.

Clear and cool. Gentle breze from W.N.W. and N.W. by W. Barometer falling. The Indiana came into the yard at 8.50 and went alongside of Dry Dock. The Brew left the yard at 11.35. Navy Yard workmen engaged on board as follows:- Construction Dept. 20 outside journie, 24 carpenters, 11 laborers: Engineer Dept. 4 Machinists, 1 Rigger, 2 Heffers, 2 Shipwrights W. Lawrence and G.J. Brown, Appr. 3 class, absent without leave.

L. McNamee
Ensign U.S.N.

From Midd. to 4 P.M.

Cloudy and cool. Gentle breze from N.W. by W. Steady barometer. Navy Yard workmen engaged on board as in for noon watch. J. Horak Oiler, was discharged from the Marvel Service his period of enlistment having expired. The following changes in rating to date from Oct. 1st were ordered by the Commanding Officer in accordance with Bureau Order No 29284 D.D. Platte, Yeo. to Chief Yeo: J.C. Bates Yeo to Chief Yeo: J.W. Johnson Yeo: to 1 Chief Yeo: C. Shuler Waiter, 1 class, to Yeo. 1 class, A.B. Attmeyer, Waiter 2 class to Yeo. 2 class.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy and cool. Light breze to light airs from N.W. by W. Barometer rising. Navy Yard workmen engaged on board as in afternoon watch till 5 o'clock.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midd.

Clear and cool. Calm and light airs from N.W. by W. Steady barometer.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

Roger H. Galt
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. at 32.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses Reduced.					a								
A. M.																	
1				SE. by E.	Calm	0			30.45	50	49	46		b.	none	10	
2				"	"	0			30.45	50	49	46		"	"	10	
3				"	SE.	1			30.45	50	49	46		b. c. m.	cir. cum	7	
4				"	"	2			30.45	50	48	46		"	"	6	
5				"	"	2			30.43	50	48	46		"	"	5	
6				"	"	2			30.41	50	48	46		"	"	4	
7				"	"	2			30.41	50	48	46		"	"	4	
8				"	SSW.	2			30.39	50	48	46		"	"	4	
9				"	SW.	3			30.34	59	56	52		"	cir. strat	5	
10				"	"	3			30.32	62	58	55		"	"	4	
11				"	"	3			30.29	64	60	56		"	cir. cum	2	
Noon.				"	"	3			30.30	62	60	56		"	"	2	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	SW.	3			30.28	61	59	56		b. c. m.	cir. cum	8	
2				"	SSW.	2			30.28	61	59	56		"	"	4	
3				"	"	2			30.27	60	58	55		"	"	3	
4				"	"	3			30.26	60	58	54		"	"	1	
5				"	"	3			30.26	60	58	54		"	"	2	
6				"	"	3			30.25	58	57	54		o. c. m.	cum-nimb	0	
7				"	"	3			30.29	58	57	54		"	"	0	
8				"	"	3			30.29	58	57	54		"	"	0	
9				"	"	2			30.29	58	57	55		b. c. m.	cir. cum	6	
10				"	"	1			30.29	58	57	55		"	"	3	
11				"	"	1			30.28	58	58	56		"	"	3	
Mid.				"	SW.	2			30.28	58	58	56		"	"	2	

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, October 20, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cool. Calm to light S.Ely breze. Steady barometer.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy and cool. Light S.Ely breze. Barometer falling.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridn.

Pleasant and hazy. Gentle breze from S.W. Barometer falling. A. Boats (Ship's) returned from leave. Crew at work scraping masts. 2 Carpenters, 11 laborers and 2 painters from Navy yard at work on board in Constructors Dept. and 4 machinists, 2 helpers, 1 rigger 2 boiler makers, 3 helpers and 2 ship wrights in Dept. Steam Engineering. E. Lawrence and G. J. Browne, Appr's 3 class, absent without leave.

J. W. Jordan.
Lieutenant U.S.N.

From Meridn. to 4 P.M.

Fair and hazy. Light to gentle breze from S.W. to S.S.W. Barometer steady then falling. Scraping bare masts. Same workmen from Navy yard at work on board.

J. W. Jordan.
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast, cloudy threatening rain. Light to gentle breze from S.S.W. Barometer rising.

J. W. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Mid.

Fair and hazy. Light airs to light breze from S.S.W. to S.W. Barometer steady.

J. W. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses	Remand.				a.								
A. M.																	
1				SE. by E.	SW.	1			30.25	59	58	56		b.c.m.	cir.cum.	2	
2					Calm	0			30.22	59	58	56		"	"	1	
3					"	0			30.20	59	58	56		o.c.p.	cum.nimb	0	
4					"	0			30.20	59	58	56		"	"	0	
5					SW.	1			30.16	60	59	58		o.c.v.	"	0	
6					"	2			30.15	60	60	59		"	"	0	
7					"	1			30.15	60	60	59		b.c.m.	"	1	
8					"	1			30.15	60	60	59		o.c.on.	"	0	
9					South	1			30.14	61	60	59		"	"	0	
10					"	1			30.13	62	60	59		b.c.m.	"	2	
11					S. SW.	1			30.12	62	60	59		"	"	1	
Noon.					"	1			30.09	64	61	60		"	"	1	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	W. SW.	2			30.07	64	61	60		b.c.m.	cum.nimb	2	
2					"	1.2			30.06	66	61	59		o.c.m.	"	0	
3					"	2			30.05	67	61	59		b.c.m.	cir.strat	3	
4					"	2			30.07	67	61	59		"	"	3	
5					"	2			30.07	67	61	59		"	"	2	
6					"	3			30.07	64	61	59		"	"	4	
7					SW. by W.	3			30.16	61	60	59		"	"	4	
8					"	3.5			30.22	58	60	59		b.m.	none	10	
9					"	3.4			30.24	56	54	53		"	"	10	
10					"	3			30.26	54	52	51		b.c.m.	cum.	8	
11					"	3			30.27	52	52	51		"	"	8	
Mid.					"	3			30.27	52	52	51		"	cir. cum	8	

under the command of Commander E. T. Strong, , U. S. Navy,

Wednesday, October 21, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A M.

Cloudy with passing showers and rain. Calm and light airs from S.W. Barometer falling.

J. K. Jordan
Lieutenant U. S. N.

From 4 to 8 A M.

Cloudy, hazy, raining first part of watch, slightly clearing latter part. Light airs to light breze from S.W. Barometer steady.

J. K. Jordan,
Lieutenant U. S. N.

From 8 A. M. to Merid.

Cloudy to overcast. Light airs from South and S.W. Barometer falling slowly. Engaged sweeping waste and paint work under forecastle. Navy Yard workmen on board as follows:- Construction Dept. 24 Carpenters: 3 Caulkers: 1 Plumfitter: 1 Helper: 1 Driller and 11 Laborers. In Steam Engineering Dept. 5 Machinists: 3 Helpers: 1 Rigger: 4 Boiler Makers and 6 Helpers. H. Lawrence and G. J. Browne, Appr's 3d class absent without leave.

J. G. Luby
Lieutenant U. S. N.

From Merid. to 4 P M.

Cloudy to overcast and misty. Light airs to light breze from W. S.W. Barometer falling to 3 then rising. Crew engaged as in A.M. Navy Yard workmen on board as follows: in Construction Dept. 24 Carpenters: 3 Caulkers: 2 Painters: 1 Plumfitter: 1 Helper: 1 Riveter: and 11 Laborers. In Steam Engineering same as in forenoon. E. J. Snow, Blacksmith: and A. E. Shaw, Ldr. left the ship on 4 days leave of absence. J. D. Kalua Pea and J. J. Solefaau Pea, and J. L. Ellsworth, Cpr. returned from leave.

J. G. Luby
Lieutenant U. S. N.

From 4 to 8 P M.

Cloudy. Light to stiff breze from W. S.W. first half shifting to N.W. by W. about 5. Barometer steady first two hours, then rising rapidly. Navy Yard workmen on board as in last watch until 8.

J. G. Luby
Lieutenant U. S. N.

From 8 P.M. to Meid.

Clear. Gentle to moderate breze from N.W. by W. Barometer rising.

J. G. Luby
Lieutenant U. S. N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U. S. N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex, Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
									a.								
A. M.				Compassed	Reward												
1				S E. by E.	N W.	2			30.30	52	51	50		b. m.	nmc	10	
2					N. N W.	2			30.30	52	51	50		"	"	10	
3					"	2			30.32	52	51	50		"	"	10	
4					"	2			30.32	52	51	50		"	"	10	
5					N W. by W.	2			30.34	49	48	46		b. c. m.	strat.	8	
6					"	2			30.37	47	46	44		"	"	8	
7					"	2			30.39	47	46	44		"	"	9	
8					"	2			30.39	47	46	44		"	"	9	
9					"	2			30.38	53	49	46		"	"	9	
10					"	3			30.38	57	50	47		"	"	8	
11					"	2			30.35	60	53	50		"	"	9	
Noon.					"	2			30.34	59	53	50		"	"	9	

Position at 8 A. M. { Latitude by ° ' "
" { Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S E. by E.	N. N W.	2			30.31	60	53	50		b. c. m.	strat.	9	
2					"	2			30.30	61	54	51		"	"	9	
3					"	3			30.29	60	55	53		"	"	9	
4					West	3			30.29	59	55	53		"	"	9	
5					"	3			30.29	57	55	53		b. m.	nmc	10	
6					"	1			30.30	57	55	53		"	"	10	
7					"	1			30.32	57	55	53		"	"	10	
8					"	1			30.32	56	55	52		"	"	10	
9					"	1			30.34	56	55	52		"	"	10	
10					"	1			30.33	55	55	51		"	"	10	
11					Calm	0			30.33	54	54	50		b. c. m.	"	7	
Mid.					"	0			30.33	53	53	50		"	"	4	

under the command of Commander E. T. Strong, , U. S. Navy,

Thursday October 22 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear. Light breze from N.W. and W.N.W. Barometer rising

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear. Light breze from N.W. by W. Barometer rising.

J. B. Luby
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear and cool. Gentle and light breeze from N.W. by W. and W.N.W. The following Navy Yard workmen employed on board: in Construction 24 Carpenters: 1 Shipfitter: 1 Helper: 2 Dillers: 11 Labores: in Steam Engineering: 5 Machinists, 2 Helpers: 1 Rigger: 4 Boiler Makers: 6 Helpers 2 Shipwrights: The following absent on liberty: A. Quessin O 1 class and G. J. Barnes, App 3 class. J. Petersen Blk. Sh. at A, left the ship on 14 days leave of absence. P. L. Norton (Painter) returned from leave of absence.

R. D. Tisdale
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle breze from W.N.W. to West. Following Navy Yard workmen employed on board: in Construction 28 Carpenters: 3 Caulkers: 2 Painters: 1 Shipfitter: 1 Helper: 2 Dillers: 11 Labores: in Steam Engineering: 1 Machinist, 2 Helpers: 1 Rigger: 1 Steam fitter: 1 Helper: 3 Boiler Makers: 6 Helpers: 2 Shipwrights: Made preparations for moving ship ahead. G. T. Platte Blk. Yeo, was this day discharged from the Naval Service, by reason of expiration of enlistment. J. O. Stenman O. 2 cl. returned from leav of absence.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Gentle breze to light airs from West. Navy Yard workmen as in previous watch engaged on board until 5, P. Kay Lds, returned from leav of absence. P. M. Mason & L. C. Mate left the ship on 14 days leav of absence. Received ship fastenings for night in old berth. G. J. Brown, App 3 class, returned on board 7 days overtime. J. J. Baxter App 3 class, returned from leave.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid.

Cloudless to cloudy and hazy. Light W. easterly airs and calm.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

Rogers A. Galt
Lieutenant U.S.N. Navigator.

4—965

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses Reduced					a								
A. M.																	
1				SE. by E.	West	1			30.32	54	53	50		b.c.m.	cir.cum	1	
2				"	"	1			30.30	54	53	50		"	"	1	
3				"	"	1			30.28	54	53	50		"	"	1	
4				"	"	1			30.26	54	53	50		0.c.m.	cum.	0	
5				"	"	1			30.25	54	53	50		"	"	0	
6				"	"	1			30.25	54	53	50		b.c.m.	"	3	
7				"	"	2			30.22	54	53	50		"	"	3	
8				"	"	2			30.20	56	55	52		"	"	3	
9				"	SW.	2			30.17	58	55	53		"	"	2	
10				"	"	2			30.14	60	56	54		"	"	2	
11				"	"	3			30.12	60	56	54		"	"	3	
Noon.				"	"	4			30.10	64	58	55		"	"	3	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	SW.	2			30.08	64	58	55		b.c.m.	cum.	3	
2				"	"	2			30.06	62	56	55		0.c.m.	cum.nim.	0	
3				"	"	2			30.04	62	56	55		0.c.m.d.	"	0	
4				"	"	2			30.04	60	56	55		"	"	0	
5				"	W. SW.	1-2			30.01	60	56	55		"	"	0	
6				"	"	0-1			30.01	60	56	55		0.c.m.r	"	0	
7				"	"	0-1			29.98	58	56	55		"	"	0	
8				"	"	1			29.96	58	56	55		0.c.m.p.	"	0	
9				"	"	0-1			29.92	58	56	55		"	"	0	
10				"	Variable	0-1			29.90	57	56	58		0.c.m.r.	"	0	
11				"	"	0-1			29.88	57	56	55		"	"	0	
Mid.				"	calm.	0			29.85	56	56	55		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Friday, October 23, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to overcast. Light airs from West.

R. D. Tisdale
Ensign U. S. N.

From 4 to 8 A.M.

Overcast to cloudy. Light airs and breeze from West. Barometer falling. Moored ship ahead, bow abreast of caisson of Maine dry dock.

R. D. Tisdale
Ensign U. S. N.

From 8 A.M. to Midd.

Cloudy and hazy. Light to gentle S'Ely breze. At 9 o'clock the "Dew" left the yard, and at 10 o'clock the "Maine" and "Texas" came in and went alongside of dock. Navy yard workmen engaged on board as follows:- Construction Dept. 26 Carpenters: 2 Caulkers: 2 Drillers: 11 Laborers: 1 Ship Fitter. 1 Helper. 1 Joiner. Engineer Dept. 2 Machinists: 1 Pipe fitter. 4 Helpers: 1 Rigger. 4 Boiler makers. 6 Helpers: 2 Shipwrights. Moored ship astern about 50 feet and secured ag ains. Barometer falling. A. Meissen P. 1 class, absent without leave.

L. M. Nance
Ensign U. S. N.

From Midd. to 4 P.M.

Cloudy to overcast, light drizzle near end of watch. Light S'Ely breze. Barometer falling. Navy Yard workmen engaged on board as in forenoon watch except 2 additional caulkers in Construction Dept. The following men returned from leave: J. J. Mooney B. M. 2 cl.

L. M. Nance
Ensign U. S. N.

From 4 to 8 P.M.

Overcast, cloudy and rainy. Light breze to calms and light N. E. S'Ely airs. Navy yard workmen engaged on board till 5 o'clock as in afternoon watch. Barometer falling.

L. M. Nance
Ensign U. S. N.

From 8 P.M. to Midd:

Overcast cloudy and rainy. Calm and light variable airs. Falling barometer.

L. M. Nance
Ensign U. S. N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U. S. N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.				Compasses Rumord.					a.								
1				S E. by E.	Calm	0			29.85	56	57	56		0.c. mv	cum mist	0	
2				"	"	0			29.82	56	57	56		"	"	0	
3				N. N E.	"	0-1			29.81	56	56	56		"	"	0	
4				"	"	0-1			29.80	56	56	56		"	"	0	
5				Calm	"	0			29.81	57	56	56		"	"	0	
6				"	"	0			29.81	57	56	56		"	"	0	
7				S W. by W.	"	1			29.83	56	56	56		"	"	0	
8				North	"	1			29.85	56	56	56		0.c.m. fp	"	0	
9				N. N. W.	"	2			29.83	56	56	56		0cm.	"	6	
10				"	"	3			29.80	60	56	56		bcm.	cum str.	4	
11				"	"	3			29.82	62	56	56		"	"	6	
Noon.				"	"	3			29.82	62	56	56		"	"	6	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.														
1		S. E. by E.	N. N. W.	2		29.86	62	56	54	bcm.	cir.	8		
2		"	"	2		29.90	60	58	56	"	"	8		
3		"	"	2		29.94	60	58	56	"	"	9		
4		"	"	2		29.98	58	57	55	"	cir cum.	6		
5		"	N. W. by W.	2		29.99	56	55	54	"	"	8		
6		"	"	2		30.02	54	53	53	"	"	8		
7		"	"	2		30.06	53	53	53	"	"	9		
8		"	W. N. W.	3		30.09	52	54	51	b.	—	10		
9		"	"	3		30.14	50	53	50	"	—	10		
10		"	"	3		30.16	50	53	50	"	—	10		
11		"	"	2		30.19	50	53	50	be.	cum	9		
Mid.		"	"	2		30.21	49	52	49	b.	—	10		

4—255

under the command of Commander E. T. Strong, U. S. Navy,

Saturday October 24, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy and rainy. Calms and light N. N Ely airs. Falling barometer.

L. M. McNamee
Ensign U. S. N.

From 4 to 8 A.M.

Overcast, cloudy and rainy. Calms and light airs from S.W. by W. Barometer falling

L. M. McNamee
Ensign U. S. N.

From 8 a.m. to Meridian.

Fair and cool. Light to gentle breze from N.N.W. Barometer steady. Secured new spur shore at bow and got mold ships spur shore on the dock. The "Amphitrite" hauled over to Col Dock and "Puritan" came out of dry dock, hauling into berth occupied by "Amphitrite". The Torpedo Boat "Cushing" left the harbor with a small torpedo boat in tow. A. Nissen (3. W.C.) absent without leave. The following apprentices 3d class returned from leave: H. Back, J. Ramsey, S.L. Goodwin J. Brewer, L. Colby, A. Brazeau, D.A. Dausch, A.E. Streibeiger, M.A. Bell, E.S. Tucker A.J. Patterson. The following Navy Yard workmen were at work on board: in Construction 2 carpenters, 4 caulkers, 2 drillers, 11 laborers, 1 ships fitter, 1 helper, 1 joiner, 2 painters; in Steam Engineering 8 machinists, 4 helpers, 1 rigger, 2 ship wrights, 4 boiler makers, 5 helpers.

J. N. Jordan
Lieutenant, U.S.N.

Meridian to 4 p.m.

Clear and cool. Light breze from N.N.W. Barometer rising. Same workmen from Navy Yard at work on board excepting Painters. Discharged from this ship and Naval Service, by reason of expiration of term of enlistment, J. J. Nicholson (C.W. 3d).

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 p.m.

Clear and cold. Light breze from N.N.W. to W.N.W. Barometer rising. Got outboard from Navy Yard a 9" hawser and made preparations for mooring at Col Dock.

J. N. Jordan
Lieutenant

From 8 p.m. to Mid.

Clear and cold. Light to gentle breze from W.N.W. Barometer rising

J. N. Jordan
Lieutenant

Examined and found to be correct.

Rayner H. Galt
Lieutenant U.S.N. Navigator.

4-025

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock Navy Yard New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compassis Reduced					a.								
A. M.																	
1				SE by E	W. N. W.	2-3			30.22	49	51	48		b.c.	cir. cum.	8	
2				"	"	3			30.25	49	51	48		"	"	9	
3				"	"	3			30.26	47	50	47		"	"	9	
4				"	"	2			30.28	47	50	47		"	"	9	
5				"	"	2			30.31	46	49	46		"	cir.	8	
6				"	"	2			30.34	46	48	46		"	"	8	
7				"	"	2			30.37	45	48	45		"	"	9	
8				"	West	2			30.40	46	49	46		"	"	9	
9				"	N. W.	3-4			30.40	49	49	46		beg.	cir. str.	9	
10				"	"	2-4			30.39	52	49	46		"	"	9	
11				"	"	2-3			30.38	52	49	46		"	"	9	
Noon.				"	"	2			30.37	55	50	47		b	none	10	

Position at 8 A. M.: Latitude by ° ' "

Longitude by ° ' "

Position at noon: Latitude by observation ° ' "

Longitude by observation ° ' "

Latitude by D. R. ° ' "

Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ' "

Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																
1				SE. by E.	N W.	2			30.36	57	52	50		b.m.	none	10	
2				"	"	1-2			30.36	56	52	50		b.c.m.	cir.	7	
3				"	"	2			30.36	55	52	50		"	"	8	
4				"	NW. by W.	2			30.36	55	52	50		"	"	9	
5				"	"	2			30.39	54	54	49		"	"	7	
6				"	"	2			30.41	54	54	49		"	"	8	
7				"	"	3			30.42	52	52	49		b.m.	none	10	
8				"	"	2			30.43	52	51	48		"	"	10	
9				"	"	2			30.45	50	50	47		"	"	10	
10				"	"	2			30.46	48	50	47		"	"	10	
11				"	"	1-2			30.46	48	50	47		"	"	10	
Mid.				"	"	1-2			30.47	50	50	47		"	"	10	

under the command of Commander E. J. Strong, U. S. Navy,

Sunday October 25, 18 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and ends 4 a.m.

Clear and cold. Light to gentle breze with stiff squalls from W.N.W. first part of watch. Barometer rising.

J. N. Jordan.
Lieutenant

From 4 to 8 a.m.

Clear and cold. Light breze from W.N.W. to West. Barometer rising.

J. N. Jordan.
Lieutenant

From 8 A.M. to Midd.

Clear and pleasant. Light to moderate breze from N.W. Mustered and inspected crew on board U.S.S. Vermont Atg.00, A Marine 3.d class and the following Apprentices 3.d class absent without leave: Brannan J.R., Barney J.P., Hammond J., Hibard J., Koffel E., Kirk W.A., Kundt W.C., Rudd L.B., Shinn J.E., Gallagher, J.A.

J. C. Luby,
Lieutenant U.S.N.

From Midd. to 4 P.M.

Clear and pleasant. Light airs to light breze from N.W.

J. C. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light to gentle breze from N.W. by W.

J. C. Luby,
Lieutenant U.S.N.

From 8 P.M. to Midd.

Clear and pleasant. Light airs to light breze from N.W. by W. Lieut. R. H. Galt, was granted one weeks leave from Midnight.

J. C. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex, Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Stated.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Removed													
A. M.																	
1				SE. by E.	Calm	0			30.47	49	49	47		b.c.m.	cumu.strat	7	
2				"	"	0			30.47	49	49	47		"	"	7	
3				"	"	0			30.47	49	49	47		"	"	10	
4				"	"	0			30.47	49	48	46		b.m.	none	10	
5				"	"	0			30.48	48	48	46		"	"	10	
6				"	"	0			30.48	48	48	46		"	"	10	
7				"	Variable	1-0			30.47	47	47	45		"	"	10	
8				"	"	1-0			30.48	48	48	46		"	"	10	
9				"	West	1-0			30.49	51	48	45		"	"	10	
10				"	SW.	1			30.45	55	49	47		"	"	10	
11				"	"	1			30.42	58	51	50		"	"	10	
Noon.				"	"	0-1			30.40	59	51	49		"	"	10	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	SW.	1			30.37	62	52	50		b.m.	none	10	
2				"	"	2			30.35	62	54	51		"	"	10	
3				"	"	1			30.34	62	57	54		"	"	10	
4				"	"	1			30.33	62	58	54		"	"	10	
5				"	"	1			30.34	60	57	54		"	"	10	
6				"	"	1			30.35	60	58	55		"	"	10	
7				"	"	1			30.36	60	57	55		"	"	10	
8				"	"	1			30.37	60	57	55		"	"	10	
9				"	Calm	0			30.39	58	57	55		"	"	10	
10				"	"	0			30.40	57	56	54		"	"	10	
11				"	West	1			30.40	57	56	54		"	"	10	
Mid.				"	"	1			30.40	55	56	54		"	"	10	

under the command of Commander E. J. Strong, U. S. Navy,

Monday October 26, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and calm.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear. Calm first half, light airs to calm last half. A Quessin O. 1 class, returned from liberty 5 days overtime.

J. B. Luby,
Lieutenant U.S.N.

From 8 A.M. to Midd:

Cloudless. Calms and light Westerly and SWly airs. The following apprentices absent on leave: Beaman J.R., Barney J.P., Gallagher J.A., Hoffer L., Hammond J.L., Richard H.O., Kirk, J.E.H., Kundt W.C., Rudd L.B., and Shine P.E. Exercised the apprentices on the Cob Dock as a battalion of infantry. The following Navy Yard workmen employed on board from 8 till Noon. in Construction, 30 carpenters, 4 calkers: 2 drillers: 9 laborers: 1 shipfitter: 1 helper: 3 riveters: and 3 joiners in putting on spar deck, outside and inside calking and minor inside work: in Steam Engineering 10 machinists 4 helpers: 1 rigger: 2 shipwrights: 4 boiler makers: and 3 helpers, in constructing new base for smoke stack overhauling engines and capstan engines, shaft couplings, evaporators and minor work. D. D. Platts (Cob Dock) left ship on two weeks leave of absence. J. Hall (Coppersmith) was this day discharged from the Naval Service by reason of expiration of enlistment. Lieut. W. B. Whittelsey, U.S.N. returned from leave.

R. D. Tisdale
Ensign U.S.N.

From Midd. to 4 P.M.

Cloudless, hazy but pleasant. Light SWly airs. Navy Yard workmen employed on board from 10 o'clock, on work as in previous watch, as follows: in Construction 30 carpenters: 4 calkers: 2 drillers: 10 laborers: 2 shipfitters, 1 helper, 5 joiners: 2 construction machinists and 4 riveters: in Steam Engineering as in previous watch. Exercised the apprentices in setting up drill. J.A. Gallagher, App. 3 class returned from leave, one day, 13 hours overtime.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Light airs from SW. Navy Yard workmen in number and employment as in previous watch until 5 P.M.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midd.

Cloudless. Calms and light Westerly airs.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

J. N. Jordan
Lt.
Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Removed					a								
A. M.																	
1				S E. by E.	Calm	0			30.40	55	55	54		b. m.	none	10	
2				"	"	0			30.41	55	55	54		"	"	10	
3				"	West	1			30.41	54	54	53		"	"	10	
4				"	Calm	0			30.42	54	54	53		"	"	10	
5				"	"	0			30.44	54	54	53		"	"	10	
6				"	"	0			30.45	53	53	51		"	"	10	
7				"	"	0			30.48	52	53	51		"	"	10	
8				"	West.	1			30.50	54	52	52		"	"	10	
9				"	"	0-1			30.47	58	55	52		"	"	10	
10				"	"	0-1			30.46	62	55	52		"	"	10	
11				"	"	0-1			30.44	66	56	54		"	"	10	
Noon.				"	"	1			30.42	65	56	54		"	"	10	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				S E. by E.	S W. by S.	1			30.41	69	60	56		b. m.	none	10	
2				"	"	1			30.40	70	62	59		"	"	10	
3				"	"	1			30.40	69	60	58		"	"	10	
4				"	"	1			30.40	68	64	61		"	"	10	
5				"	"	1			30.41	66	62	60		"	"	10	
6				"	"	0-1			30.42	65	62	59		"	"	10	
7				"	"	1			30.42	65	62	59		"	"	10	
8				"	"	0-1			30.46	64	62	58		"	"	10	
9				"	"	1			30.47	63	61	58		"	"	10	
10				"	"	1			30.47	63	61	58		"	"	10	
11				"	"	1			30.48	62	60	57		"	"	10	
Mid.				"	"	0-1			30.48	62	60	57		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,
Tuesday, October 27, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Cloudless. Calms and light Westerly airs.

R. D. Tindale
Ensign U.S.N.

From 4 to 8 A.M.
Cloudless. Calm and light airs from West. High barometer

R. D. Tindale
Ensign U.S.N.

From 8 A.M. to Mid.
Clear and pleasant. Calms to light airs from West and S.W. Falling barometer
The following apprentices were absent one leave: Beaman, F. W., Barney, J. P., Loffler, H., Hawkwood, J. H., Hibbard, H. D., Kundt, W. C., Rhine, F. E. Rudd, L. B. returned 57 hours overtime. At 10 A.M. U.S.S. Iowa came into Yard. Navy Yard workmen employed on board as follows:- Construction Dept. 30 carpenters: 5 caulkers 2 drillers: 10 laborers: 3 shipfitters: 3 helpers: 5 joiners: 2 riveters: 2 construction machinists. Engineer Dept. 10 machinists: 4 helpers: 4 boiler makers: 5 helpers: 1 rigger: 2 shipwrights: 1 steam fitter. John Hall, was enlisted on board as Coppersmith for 3 years. Exercised apprentices at inspection and setting up.

L. M. Nance
Ensign U.S.N.

From Mid. to 4 P.M.
Clear and pleasant. Light airs from S.W. by S. Steady barometer Navy Yard workmen employed on board as in forenoon watch. Exercised apprentices in setting up and inspection. By order of the Bureau of Navigation the following changes in rating were established: A. Elcox from 2 M. 2cl. to 2 M. 1cl. C. Bramble from 2 M. 3 cl. to 2 M. 2 cl. H. C. Mitchell from Ldg. to 2 M. 3 cl. J. Hall Coppersmith left the ship on two weeks leave from October 28. Kirk U.S.N. App. 3 class returned 6 hours overtime. J. E. Brewer, C. S. Mate, was granted an extension of leave for one week. Lieut. J. D. Luby, U.S.N. left the ship on one weeks leave of absence.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M.
Clear and pleasant. Calms and light airs from S.W. by S. Barometer rising. Navy Yard workmen employed on board till 5 o'clock as in afternoon watch.

L. M. Nance
Ensign U.S.N.

From 8 P.M. to Mid.
Clear and pleasant. Calms and light airs from S.W. by S. Barometer rising.

L. M. Nance

Examined and found to be correct.

J. R. Jordan
Lieutenant U.S.N. Navigator

4—960

LOG of the UNITED STATES — Ship Essex — Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses	Reward				A.								
A. M.																	
1				S E. by E.	S W.	1			30.49	60	58	55		b.	nme	10	
2					"	1			30.49	60	58	55		"	"	10	
3					"	1			30.51	58	58	55		"	"	10	
4					"	1			30.53	58	58	55		"	"	10	
5					N E.	1			30.56	57	57	55		o.c.f.	cum.stiat.	0	
6					"	2			30.58	56	56	54		"	"	0	
7					N E. by N.	2			30.60	56	56	54		b.o.m.	"	4	
8					"	3			30.62	56	56	54		"	"	6	
9					"	3			30.63	58	58	56		"	"	8	
10					"	3			30.63	60	57	55		"	cir.stiat.	8	
11					"	2			30.64	60	57	55		"	"	8	
Noon.					"	2			30.61	60	57	55		"	"	8	

Position at 8 A. M.: Latitude by ° ′ ″ / Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″ / Longitude by observation ° ′ ″ / Latitude by D. R. ° ′ ″ / Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″ / Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S E. by E.	N. N E.	2			30.61	60	58	56		b.o.m.	cir.	8	
2					E. S E.	2			30.60	62	59	57		"	"	8	
3					S E. by E.	2			30.60	62	59	57		"	"	8	
4					"	2			30.62	60	60	58		o.c.m.	cum.	0	
5					"	1			30.63	59	60	57		"	"	0	
6					"	1			30.63	59	60	57		"	"	0	
7					"	1			30.64	59	59	57		"	"	0	
8					E. by S.	1			30.64	59	58	56		"	"	0	
9					"	1			30.64	60	59	57		"	"	0	
10					"	1			30.62	60	59	58		"	"	0	
11					"	1			30.62	60	59	58		"	"	0	
Mid.					"	1			30.61	60	59	58		"	"	0	

under the command of Commander E. T. String, U. S. Navy,
Wednesday, October 28, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light airs from S.W. Barometer rising

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M.

Clear to cloudy and pleasant. Foggy first part. Light to gentle breze from NE. to NE. by N.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Merid.

Pleasant and hazy. Light to gentle breze from NE by N. Barometer rising then falling. Engaged in scraping ships side. Instructed apprentices at brass and setting up. Many yard workmen at work on board in Construction, 30 carpenters: 4 joiners: 5 caulkers: 11 laborers: 3 shipfitters: 2 riveters: 4 drillers: 2 machinists. In Steam Engineering 9 machinists: 3 helpers: 1 steam fitter: 2 shipwrights: 1 rigger: 4 boiler makers: 5 helpers. The following apprentices absent without leave: O.R. Beaman: J.P. Barney: H. Hoffer: J. H. Hammond: H. D. Kilbark: M. C. Kundt: O. E. Shenn: J. Quirk App 3 class and E. Hemstreet L. Mate 3 class, were transfered from the N.Y. Naval Hospital, Brooklyn, to this ship.

J. V. Jordan.
Lieutenant U.S.N.

From Merid. to 4 P.M.

Pleasant and hazy, cloudy latter part of watch. Light airs to light breze from N.NE. to SE. by E. Barometer rising then falling. Same workmen from Navy Yard at work on board and in addition, 3 helpers and 2 painters in Construction. Inspected apprentices bags and made out small stores requisitions.

J. V. Jordan.
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast, cloudy and hazy. Light airs from SE. by E. to E. by S. Barometer rising slowly.

J. V. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Midn.

Overcast, cloudy and hazy. Light airs from E. by S. Barometer falling slowly.

J. V. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

J. V. Jordan.
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock. Navy Yard. New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses	Aswood				a								
A. M.				S.E. by E.	E. by S.	1			30.61	60	58	57		0. c. m.	cum.	0	
1					"	1			30.60	60	58	57		"	"	0	
2					"	1			30.60	60	58	57		"	"	0	
3					"	1			30.59	60	58	57		"	"	0	
4					"	1			30.58	60	58	57		"	"	0	
5					"	1			30.58	60	58	57		0. c. f.	"	0	
6					South	1			30.58	60	58	57		"	"	0	
7					"	1			30.58	59	58	57		"	"	0	
8					"	1			30.59	60	58	57		"	"	0	
9					"	1			30.58	61	59	58		0. c. m.	"	0	
10					"	1			30.56	62	60	59		"	"	0	
11					"	1			30.54	63	61	59		"	"	0	
Noon.					"	1			30.50	64	61	59		b. c. m.	cir. strat.	2	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	S.W. by S.	2			30.48	68	62	61		b. c. m.	cir. cum.	5	
2					"	1-2			30.44	69	62	61		"	"	7	
3					"	1			30.42	70	64	63		"	"	6	
4					S.W.	1			30.41	70	64	63		"	"	6	
5					Calm	0			30.40	67	64	63		"	"	4	
6					"	0			30.40	66	65	64		"	"	4	
7					"	0			30.40	66	65	64		"	"	6	
8					S. S.W.	1-2			30.40	66	65	64		"	"	7	
9					"	1			30.40	66	65	64		"	"	6	
10					"	1			30.40	66	65	64		"	"	4	
11					"	1			30.39	66	65	64		b. m.	none	10	
Mid.					"	1			30.38	66	65	64		"	"	10	

under the command of Commander E. J. Strong, , U. S. Navy,

Thursday, October 29th , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast cloudy and hazy. Light airs from E. by S. Barometer falling slowly.

J. R. Jordan,
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast, cloudy, fog smoke and haze. Light airs from E. by S. to South. Barometer steady then rising.

J. R. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Weather cloudy but pleasant, with light airs from South. Barometer falling. Crew engaged in scraping ships side. Apprentices drilled at infantry on Gun Deck. The following Navy Yard workmen engaged on board: in Construction Dept. 30 carpenters 4 calkers, 11 laborers, 6 shipfitters: 2 riveters: 2 drillers: 4 joiners, 3 helpers and 1 painter: In Engineer Dept. 9 machinists, 3 helpers: 1 Rigger, 2 shipwrights, 1 steam fitter & boiler makers: and 3 helpers. U. S. Steamer Alliance 3 class, returned from leave 4 days overtime. The following apprentices absent without leave. Beaman J. R., Barney J. P., Koffer H. Hammond J. H. Hibbard, H. D. Kundt, W. L.

W. B. Whittlesey
Lieutenant U. S. N.

From Merid. to 4 P.M.

Weather fair and pleasant, with light airs to breze from S.W. by S. to S.W. Barometer falling. Crew engaged in scraping ships side. Clothing and small stores were issued to Apprentices. The same Navy Yard workmen engaged on board as entered in forenoon watch. Jeff. Ellsworth (Boy) and C. Pellmitt, B.M. 2 cl., reported their return from leave. Jos. Quirk (A. 3 cl.) was granted ten days leave, having been discharged from the hospital.

W. B. Whittlesey
Lieutenant U. S. N.

From 4 to 8 P.M.

Weather fair. Calm to light breze from S.W. Barometer steady.

W. B. Whittlesey
Lieutenant U. S. N.

From 8 P.M. to Mid.

Weather clear and pleasant, with light airs from S.W. Barometer falling.

W. B. Whittlesey
Lieutenant U. S. N.

Examined and found to be correct.

J. R. Jordan,
Lieutenant U. S. N. Navigator.

4—988

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses Reversed					a.								
A. M.																	
1				S E. by E.	S. S W.	1			30.36	65	65	64		b.c.m.	cum.strat.	7	
2				"	"	1			30.35	65	65	64		"	"	7	
3				"	"	1			30.36	65	65	64		"	"	4	
4				"	"	1			30.36	65	65	64		"	"	3	
5				"	"	1			30.35	64	63	62		"	"	2	
6				"	"	1			30.35	62	63	61		"	"	7	
7				"	"	1			30.34	62	63	61		"	"	5	
8				"	"	1			30.34	62	63	62		"	"	3	
9				"	S W.	1			30.33	63	63	62		"	cir. strat.	3	
10				"	"	1			30.32	64	63	62		"	"	2	
11				"	"	1			30.23	64	66	64		o.c.m.	cum. strat	0	
Noon.				"	"	1			30.23	64	66	64		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																		
1				S E. by E.	S. S W.	1			30.22	69	66	64		o.c.m.	cum. strat.	0	
2				"	"	1			30.20	69	65	64		o.c.d.m.	"	0	
3				"	"	1			30.18	69	67	65		o.c.m.	"	0	
4				"	"	1			30.15	69	67	65		"	"	0	
5				"	S. S W.	1			30.15	68	67	66		"	cum.	0	
6				"	"	1			30.16	67	67	66		"	"	0	
7				"	"	2			30.15	67	67	66		b.c.m.	"	2	
8				"	"	1			30.14	67	66	65		b.c.	cir. cum.	4	
9				"	"	1			30.13	67	66	65		"	"	3	
10				"	"	1			30.12	67	66	65		o.c.m.	"	0	
11				"	"	1-2			30.10	67	66	65		b.c.	"	4	
Mid.				"	"	1			30.09	67	66	65		"	"	4	

under the command of Commander E T Strong, , U. S. Navy,

Friday October 30 , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather clear, clouding up towards end of watch. Light airs from S.S.W. Barometer steady.

W P Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather fair, with light airs from S.S.W. Barometer steady.

W P Whiteley
Lieutenant U.S.N.

From 8 A.M. to Midd.

Cloudy to overcast and hazy. Light S'Sly airs. Large fall in barometer second part of watch. H. Hoffer, App. 3 cl, returned from leave, 4 days, 19 hours overtime. The following absent on leave, O.R. Branan, D.P. Barney, J.H. Hammond, H.L. Hibbard, and Ch. C. Knudt, Apprentices 3 class. Exercised the apprentices at boats, and infantry. The following Navy Yard workmen employed on board during watch:- in Construction, 28 carpenters, 4 caulkers, 4 laborers, 3 shipfitters, 4 riveters, 2 drillers, 3 joiners, 1 painter, 1 slipper, 1 machinist and 3 helpers, on the new spar deck and general repairs: in Steam Engineering, 8 machinists, 3 helpers, 2 shipwrights, 1 rigger, 5 boiler makers, 6 helpers, 1 steam fitter, on base of new smoke stack, overhauling engines and general repairs.

R.S. Tindale
Ensign U.S.N.

From Midd. to 4 P.M.

Overcast, cloudy and hazy. Light S'Sly airs. Navy Yard workmen employed from 11 o'clock as during forenoon. E. Hoerauger, App. 3 class, left on 5 days leave. Exercised apprentices at infantry. J.H. Buck, G.M. 1 cl, was granted an extension of six days leave, from Nov. 1st.

R.S. Tindale
Ensign U.S.N.

From 4 to 8 P.M.

Overcast to cloudy. Light S.S'Sly airs. Navy yard workmen employed as in previous watch until 5 o'clock.

R.S. Tindale
Ensign U.S.N.

From 8 P.M. to Midd.

Cloudy. Light airs and hazy from S.S.W. Barometer falling.

R.S. Tindale
Ensign U.S.N.

Examined and found to be correct.

J.K. Jordan,
Lieutenant U.S.N. Navigator.

4-903

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard. New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifths.	State of the Sea.
				Compasses Rewind													
A. M.				SE. by E.	S. SW.	2			30.07	67	66	65		b.c.	cir.cum.	2	
1					"	2			30.05	67	66	65		"	"	2	
2					"	1			30.04	66	66	65		"	"	1	
3					"	1			30.05	67	66	65		"	"	1	
4					"	1			30.05	67	66	64		"	"	1	
5					"	1			30.05	67	66	64		"	"	1	
6					"	1			30.08	67	66	64		b.c.m.	cum.	5	
7					"	1			30.11	67	66	64		"	"	8	
8					SW. by S.	1			30.12	69	66	64		"	"	8	
9					West	2			30.10	72	66	62		"	"	9	
10					W. by W.	2			30.09	74	67	63		b.m	nme	10	
11					"	1			30.07	74	67	63		"	"	10	
Noon.																	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	SW. by W.	1			30.05	75	67	63		b.m	nme	10	
2					"	1			30.04	75	67	63		"	"	10	
3					"	1			30.04	74	67	63		"	"	10	
4					"	1			30.04	74	69	64		"	"	10	
5					Calm	0			30.06	72	69	64		"	"	10	
6					"	0			30.08	72	69	64		"	"	10	
7					"	0			30.08	72	68	66		"	"	10	
8					"	0			30.09	70	68	65		"	"	10	
9					"	0			30.10	70	68	65		"	"	10	
10					"	0			30.11	67	65	63		"	"	10	
11					SW. by W.	1			30.12	66	65	62		"	"	10	
Mid.					"	0-1			30.13	65	65	62		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, October 31, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Cloudy. Light breeze and airs from S.S.W.

R. S. Trodale
Ensign U.S.N.

From 4 to 8 A.M.
Cloudy to clear weather. Light S.S.W'ly airs. Barometer rising.

R. S. Trodale
Ensign U.S.N.

From 8 A.M. to Meid.
Clear and pleasant. Light airs and light breeze from S.S.W. to W.N.W. Falling barometer. Exercised apprentices at infantry. Navy Yard workmen employed on board as follows: Construction Dept. 30 carpenters, 4 caulkers, 11 laborers, 2 shipfitters, 4 riveters, 6 drillers, 4 joiners, 2 helpers, 2 painters and 3 shipsmiths. Engineer Dept. 8 machinists, 1 helper, 1 rigger, 2 shipwrights, 2 plumbers, 1 steamfitter, 5 boiler makers, 6 helpers.

L. McNamee
Ensign U.S.N.

From Meid. to 4 P.M.
Clear and pleasant. Light airs from S.W. by W. Navy Yard workmen employed as in forenoon watch, with addition of 1 joiner in Construction Dept. James A. Black, Boatswain's mate, and Hanna Krigs, Mess Attd. were honorably discharged from the Naval Service, their periods of enlistment having expired. J. H. Hammond, A. Seaman, returned from leave 7 days overtime.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.
Clear and calm. Navy Yard workmen employed on board till 5 o'clock as in afternoon watch. Mr. H. Bohlin, Mess Attd, returned from leave.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Mid.
Clear and calm to light airs from S.S.W. by W. Rising barometer.

L. McNamee
Ensign U.S.N.

Approved,

E. T. Strong
Commander U.S.N.
Commanding

Examined and found to be correct.

J. N. Jordan
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock Navy Yard, New York.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses	Steerd				a								
A. M.																	
1				S.E. by E.	S.W. by W	1			30.13	65	65	62		b.mo	none	10	
2				"	"	1			30.13	65	65	62		"	"	10	
3				"	"	1			30.13	64	63	60		"	"	10	
4				"	"	1			30.14	64	63	60		b.c.mo.	cum.	4	
5				"	"	1			30.16	63	63	60		"	cum.-strat.	3	
6				"	Calm	0			30.18	63	62	60		"	"	1	
7				"	"	0			30.19	62	62	60		o.c.mo.	"	0	
8				"	"	0			30.22	62	62	60		"	"	0	
9				"	"	0			30.25	62	62	60		"	"	0	
10				"	"	0			30.25	63	62	60		o.c.f.	"	0	
11				"	West	0-1			30.26	63	63	59		o.c.mo.	"	0	
Noon.				"	"	0-1			30.26	64	63	59		"	"	0	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	West	1			30.26	64	62	59		o.c.mo.	cum.-strat.	0	
2				"	"	1			30.25	64	62	59		"	"	0	
3				"	"	1			30.24	64	62	58		"	"	0	
4				"	"	1			30.23	64	62	58		"	cir.	0	
5				"	"	1			30.22	63	62	57		b.c.mo.	cum.-strat.	1	
6				"	"	1			30.23	63	62	57		"	"	2	
7				"	"	1			30.23	63	62	57		"	"	2	
8				"	"	1			30.26	62	60	57		"	"	8	
9				"	"	1			30.28	61	60	57		"	"	8	
10				"	"	1			30.31	60	60	57		b	none	10	
11				"	"	1			30.33	60	60	57		"	"	10	
Mid.				"	Calm	0			30.35	59	59	56		b.mo.	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Sunday, November 1, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Clear and pleasant, clouding over last hour. Light airs from S.W. by W. Barometer steady.

L. M. Hamer
Ensign U.S.N.

From 4 to 8 A.M. Cloudy and pleasant. Light airs from S.W. by W. and calms. Barometer rising.

L. M. Hamer
Ensign U.S.N.

From 8 A.M. to Meridd. Cloudy and hazy. Calms and light airs from West. The following apprentices absent without leave, Bancy J.C., Brannan F.W., Hibbard J., and Hundt C.L.

J. N. Jordan
Lieutenant U.S.N.

From Meridd to 4 P.M. Overcast and cloudy and hazy. Light airs from West. Barometer falling. Lieut. R. H. Galt, U.S.N. returned from leave.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Pleasant and hazy. Light airs from West. Barometer rising.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midd. Pleasant and hazy. Calms and light airs from West.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex, Third Rate,

Moored to Dock. Navy Yard. New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compass	Reward.				a.								
A. M.																	
1				S.E. by E.	Calm	0			30.35	58	58	55		b.	none	10	
2				"	"	0			30.35	57	58	55		"	"	10	
3				"	"	0			30.35	57	57	54		"	"	10	
4				"	"	0			30.37	56	57	54		"	"	10	
5				"	S.W.	2			30.38	56	56	54		"	"	10	
6				"	"	2			30.40	55	55	53		b.m.m	"	10	
7				"	"	1			30.43	54	55	53		"	"	10	
8				"	"	1			30.43	58	55	53		"	"	10	
9				"	W. S.W.	1-2			30.44	58	56	58		"	"	10	
10				"	"	2			30.43	62	57	54		"	"	10	
11				"	"	1			30.43	63	57	54		"	"	10	
Noon.				"	"	2			30.39	68	59	56		"	"	10	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	W. S.W.	2			30.36	70	62	57		b.m.	none	10	
2				"	"	1			30.35	71	64	58		"	"	10	
3				"	Calm	1-2			30.35	71	65	59		b.o.m.	cir. cum.	8	
4				"	"	2			30.35	70	65	59		"	"	8	
5				"	"	1-2			30.36	70	65	59		"	"	6	
6				"	"	1-2			30.39	69	65	59		"	"	8	
7				"	W. S.W.	2			30.42	68	65	59		"	"	8	
8				"	"	1			30.43	67	65	59		b.m.	none	10	
9				"	"	1			30.44	64	63	59		"	"	10	
10				"	"	1			30.46	62	60	59		"	"	10	
11				"	E. N.E.	2			30.48	62	60	59		"	"	10	
Mid.				"	"	2			30.48	62	60	59		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Monday, November 2, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light airs from S.W. by W. Barometer steady then rising.

J. R. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Pleasant and hazy. Light airs to light breze from S.W. Barometer rising

J. R. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Merid.

Weather clear and pleasant with light airs to breze from W.S.W. Barometer falling. Crew engaged in scraping ships side. Apprentices drilled at setting up exercise and infantry with hand arms. The following Navy Yard workmen engaged on board: In Construction Dept. 28 carpenters, 4 caulkers, 10 laborers, 3 shipfitters, 2 riveters, 5 drillers, 2 joiners, 3 helpers, 2 painters, 5 shippers: In Steam Engineering Dept. 7 machinists, 1 rigger, 3 helpers, 2 shipwrights: 5 boiler makers and 6 helpers. H. Bernhardt, Ldr and H. Henry Apoth., were granted 3 and 14 days leave of absence respectively. The following apprentices of the class, who joined vessel without leave: Barclay, P.G. Bell, W.E. Bauer, J.C. Beaman, J.H. Esquibel, L.E. Hibbard, J. Trindt, W.C. Spieler, A.G.F. Stewart, J. Doyle, Clerk, E. and Pearson, J.W.

W. B. Whiteley
Lieutenant U.S.N.

From Meridi to 4 P.M.

Weather clear and pleasant, with light airs from W.S.W. to West. Barometer steady. Crew engaged in scraping ships side. Apprentices exercised at infantry and bayonet exercise. The same Navy Yard workmen engaged on board.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather clear and pleasant, with light airs from West to W.S.W. Barometer rising.

W. B. Whiteley
Lieutenant U.S.N.

From 8 P.M. to Midn.

Weather clear and pleasant with light airs to breze from W.S.W. and E.N.E. Barometer rising

W. B. Whiteley
Lieutenant U.S.N.

Examined and found to be correct.

Roger N. Brey
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Removed													
A. M.																	
1				S.E. by E.	N.N.E.	1			30.51	59	59	55		b.m.	none	10	
2				"	"	1			30.51	59	59	55		"	"	10	
3				"	"	2			30.54	58	58	55		"	"	10	
4				"	N.E.	2			30.55	57	57	53		"	"	10	
5				"	"	2			30.58	55	55	52		"	"	10	
6				"	"	2			30.58	55	55	51		b.c.m.	strat.	8	
7				"	"	2			30.59	55	55	51		"	cum.	6	
8				"	"	2			30.61	54	55	51		"	"	5	
9				"	"	2			30.63	56	55	52		"	"	8	
10				"	"	2			30.62	60	57	54		"	cir. strat.	8	
11				"	"	1-2			30.61	60	57	54		"	"	8	
Noon.				"	E. S.E.	2			30.60	62	58	55		"	"	8	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	E. S.E.	1			30.57	62	59	56		b.m.	cir. cum.	5	
2				"	"	2			30.57	62	59	56		"	"	5	
3				"	"	2			30.58	61	60	57		"	"	5	
4				"	"	2			30.59	60	59	56		"	"	6	
5				"	"	2			30.59	58	58	54		b.c.m.	"	5	
6				"	"	2			30.60	58	57	54		"	cir.	8	
7				"	"	1			30.60	57	56	54		b.m.	none	10	
8				"	calm	0			30.61	57	56	54		b.c.m.	cir.	8	
9				"	"	0			30.61	57	56	54		b.m.	none	10	
10				"	"	0			30.61	56	56	54		"	"	10	
11				"	"	0			30.61	56	56	54		"	"	10	
Mid.				"	E. S.E.	1			30.60	56	56	54		b.c.m.	cum.	2	

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, November 3, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Weather clear and pleasant. Light airs to breze from N.E. to N.E. Barometer nieng.

W. S. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M. Weather clear, clouding up toward end of watch. Light breze from N.E. Barometer nieng.

W. S. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Meridian. Clear and pleasant. Light breze from N.E. to E.S.E. The following Navy Yard workmen employed on board in Construction, 20 carpenters, 1 caulker, 8 laborers, 1 ship fitter and 1 painter; in Steam Engineering, 2 shipwrights. Exercised the apprentices at single sticks. The following apprentices absent on leave or liberty: W. Bailey, J. R. Brennan, J. H. Ward, H. B. Kinsel, S. L. Barclay, W. A. Bell, M. J. Enzibil, R. L. H. Speiser, J. Jack Stewart, E. Lisle, J. M. Pearson, J. L. Cudmore, J. P. Boyd, B. Jones, W. A. Bingley, R. P. Le Hall, J. L. Eskstein, G. Herman, J. L. Ferguson, F. J. Hewitt, H. E. Johnston, J. J. Kiely, A. O'Donnell, E. L. J. Robitz, A. Riggin, M. L. Reilly, J. Scanlan and J. M. Bride.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M. Fair and pleasant. Light E. S. E. breze. The following Navy Yard workmen employed on board from 10 o'clock: In Construction 11 carpenters, 8 laborers, 1 painter: in Steam Engineering, 2 shipwrights. Exercised the apprentices at single sticks. H. Henry Apod. left the ship on 16 days leave of absence.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Fair to cloudless. Light breze from E. S. E. to calm. Hazy.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid. Cloudless to cloudy. Generally calm.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass	WIND. Force	Heel	Leeway	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses Reward					a								
A. M.																	
1				SE. by E.	E. SE.	1			30.60	56	56	54		b.c.m.	cum.	2	
2				"	"	1			30.59	57	56	54		o.c.m.	"	0	
3					East	1			30.58	57	55	53		"	"	0	
4					"	1			30.57	56	55	53		"	"	0	
5					"	2			30.57	57	55	53		"	"	0	
6					"	2			30.57	57	55	53		"	"	0	
7					"	2			30.58	57	55	53		"	"	0	
8					"	2			30.58	57	57	56		"	"	0	
9					SE.	2			30.55	58	58	57		"	"	0	
10					"	3			30.54	60	59	58		"	"	0	
11					"	3			30.50	60	59	58		"	cum. strat.	0	
Noon.					"	3			30.50	60	59	58		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″ ; Longitude by observation ° ′ ″ ; Latitude by D. R. ° ′ ″ ; Longitude by D. R. ° ′ ″

Course made good since preceding noon :

Distance made good since preceding noon : miles.

Distance by Log since preceding noon : miles.

Current per hour : miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour	Knots	Tenths	Reading of Patent Log	COURSES STEERED by Standard Compass	WIND. Direction by Standard Compass	WIND. Force	Heel	Leeway	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				SE. by E.	SE.	3			30.49	61	59	58		o.c.m.	cum. strat.	0	
2					"	3			30.47	61	59	58		"	"	0	
3					"	2			30.45	60	59	58		"	"	0	
4					"	2			30.45	60	59	58		"	"	0	
5					E. SE.	3			30.43	60	59	58		"	"	0	
6					"	3			30.43	60	59	58		"	"	0	
7					"	3			30.41	62	60	60		"	"	0	
8					"	3			30.38	61	61	60		"	"	0	
9					"	3-4			30.37	61	61	60		o.c.m.d.q.	cum. cumb.	0	
10					"	3-4			30.35	62	61	60		o.c.m.d.q.	"	0	
11					SE.	3-4			30.33	62	61	61		"	"	0	
Mid.					"	3-4			30.32	62	61	61		o.o.m.q.r.	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, November 4, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Generally overcast and cloudy, misty. Light airs from S.E. and East. High barometer.

R. S. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Overcast and cloudy. Light airs and breezes from East.

R. S. Tisdale
Ensign U.S.N.

From 8 A.M. to Midd. Overcast and cloudy. Light to gentle breeze from S.E. Falling barometer. At 8.30 the "Texas" hauled over to the Ist Dock. At 10.30 Coast Survey steamer "Bache" went into the Obstruction Basin. The following apprentices were absent: D.R. Beaman, J.P. Barney, H.D. Hibbard, Lindt, Ch. C. M.A. Bell, T.G. Barclay, J. de M. Stuart, R.G.O. Spicer, E. Earle, J.W. Pearce, J.P. Bryant, Ch. H. Quigley, A.P. De Kalb, J.G. Eckstein, G. Harmon, J. Ferguson, J.W. Bide, E.L.J. Robins, A. Riggin, M.L. Reilly, J. Freeman, W.E. Kuhn, J. Iel, returned from leave. Exercised apprentices at setting up and infantry. Navy Yard workmen employed on board as follows:- Construction Dept. 2 joiners, 32 carpenters, 4 caulkers, 8 laborers, 3 shipfitters, 6 riveters, 5 drillers, 3 helpers, 1 painter: Engineering Dept. 5 machinists, 2 helpers, 1 rigger, 1 steam fitter, 2 shipwrights, 4 helpers, 4 boiler makers, 5 helpers.

L. McNamee
Ensign U.S.N.

From Midd. to 4 P.M. Overcast and cloudy. Gentle to light breeze from S.E. Barometer falling. Navy Yard workmen engaged on board as follows: 32 carpenters, 4 caulkers, 13 laborers, 3 shipfitters, 1 riveter, 3 drillers, 3 helpers, 2 painters, 2 joiners: Engineering Dept. as in forenoon watch. Exercised apprentices in setting up and inspected barge. A.E. Sharp, Ldt, returned from leave. At 1.30 in accordance with orders of the Captain of yard, moved ship forward about 50 feet, across entrance to stone dry dock.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M. Overcast and cloudy. Light to gentle breeze from S.E. to E.S.E. Navy Yard workmen engaged on board as in afternoon watch till 5 o'clock.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midd. Overcast, cloudy, equally and rainy. Gentle to moderate breeze from E.S.E. to S.E. Barometer falling.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

Rogers H. Galt
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compared Reckoned					a								
A. M.																	
1				S.E. by E.	S.S.E.	2			30.30	61	61	60		0.c.m.r.	cum.cirr.	0	
2					"	3-4			30.24	61	61	60		"	"	0	
3					"	3			30.26	61	61	60		"	"	0	
4					"	2			30.23	61	61	60		"	"	0	
5					"	2-3			30.18	61	61	60		"	"	0	
6					"	2-3			30.16	61	61	60		"	"	0	
7					"	2-3			30.13	61	61	60		"	"	0	
8					"	2-3			30.08	62	62	61		"	"	0	
9					"	2-3			30.02	62	62	61		"	"	0	
10					"	2-3			29.96	62	62	61		"	"	0	
11					"	2-3			29.93	62	62	61		"	"	0	
Noon.					"	2-3			29.89	62	63	63		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				S.E. by E.	S.S.E.	4-6			29.88	62	63	63		0.c.m.r.q.	cum.cirr.	0	
2					South	4-6			29.83	64	64	64		"	"	0	
3					"	4-5			29.82	64	64	64		"	"	0	
4					"	2			29.81	64	64	64		0.c.m.	"	0	
5					"	2			29.82	65	64	64		"	"	0	
6					"	1			29.82	65	64	64		"	"	0	
7					"	1			29.82	65	64	64		"	"	0	
8					"	1			29.80	65	64	64		"	"	0	
9					S.S.W.	1			29.81	66	65	65		"	"	0	
10					S.W.	2-4			29.84	65	63	63		0.c.m.d.q.	"	0	
11					"	2			29.84	64	63	63		h.o.	cir.cum.	4	
Mid.					"	2			29.87	64	63	62		"	"	1	

under the command of Commander E. T. Strong, , U. S. Navy,

Thursday, November 5 , 1896 .

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy, rainy and misty. Gentle and moderate breeze from S.S.E. Barometer falling.

L. M. Ramer
Ensign U.S.N.

From 4 to 8 A.M.

Overcast, cloudy, rainy and misty. Moderate to stiff breeze from S.S.E. Barometer falling rapidly.

L. M. Ramer
Ensign U.S.N.

From 8 A.M. to Midnd.

Overcast, cloudy and rainy. Moderate to fresh breeze from S.S.E. Barometer falling. At 9.30 mustered at quarters and exercised at setting up on board the Vermont. The following Apprentices 3d class absent without leave: Bancroft J.P. Beauvais J.R. Hibbard F.D. Kundt W.C. Barclay F.L. Bell W.E. Spilner R.L.D. Seib E., Beaman J.M. Bryant J.P. Dingley W.H. Eckstein J.G. Hamer L. Hegarin J. Riggin A. J. Torrens, Robrite E.L.J. and Reilly W.L. Hicks W.E. and Rembaudt H. Ltd, returned from leave. The following men from Navy Yard at work on board in Construction Dept. 12 carpenters, 12 laborers, 3 ship fitters, 3 drillers, 3 helpers, 2 joiners. In Steam Engineering, 7 machinists, 1 helper, 1 rigger, 1 steam fitter, 2 shipwrights, 5 boiler makers and 6 helpers.

J. N. Jordan
Lieutenant U.S.N.

From Midnd. to 4 P.M.

Overcast, cloudy and rainy. Moderate to fresh breeze from S.S.E. to South dying out to a light breeze last hour of watch. Barometer falling. Same Navy Yard workmen at work on board until 5.00 P.M. as during fore noon. Also E.J. Blacksmith and P.M. Sawyer, C.C. Mate, returned from leave.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast, cloudy and misty. Light airs to light breeze from South. Barometer steady. Robrite E.L.J., App. 3 class, and Reilly, W.L. App. 3 class, returned from leave 73 hours overtime.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midnd. Steaming latter part of watch.

Overcast, cloudy, drizzling rain first part of watch. Light airs to light breeze and moderate squalls first part of watch from South to S.W. Barometer rising.

J. N. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

Roger N. Galt
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Removed.					Q.								
A. M.																	
1				S.E. by E.	S.W.	3			29.88	64	58	58		b.c.	cum.	5	
2				"	"	3			29.89	60	57	58		"	"	5	
3				"	"	3-4			29.90	57	56	54		"	"	5	
4				"	"	3-4			29.96	57	56	54		b.	none	10	
5				"	"	3			30.02	55	55	53		"	"	10	
6				"	West	3			30.05	54	55	53		"	"	10	
7				"	W.N.W.	3			30.09	53	53	50		b.m.	"	10	
8				"	"	3-4			30.12	53	53	49		"	"	10	
9				"	"	4-5			30.15	53	53	49		b.c.m.	cir cum	8	
10				"	"	4			30.14	54	53	50		"	"	8	
11				"	"	4			30.13	56	56	54		"	"	9	
Noon.				"	"	3			30.13	57	56	54		"	"	8	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	W.N.W.	3			30.13	58	55	52		b.c.m.	cir.cum.	8	
2					"	3			30.13	58	55	52		"	"	8	
3					"	3			30.14	59	56	53		"	"	8	
4					"	3			30.18	59	56	53		b.m.	none	10	
5					S.W.	2			30.16	57	56	53		b.c.m.	cum.	6	
6					"	2			30.19	57	56	53		b.m.	"	7	
7					S.W. by S.	2-3			30.21	56	56	53		"	"	7	
8					"	3			30.21	56	56	53		b.m.	none	10	
9					"	3			30.23	56	56	53		"	"	10	
10					"	3			30.23	56	56	53		"	"	10	
11					"	3			30.25	56	56	53		"	"	10	
Mid.					/	3			30.25	56	56	53		"	"	10	

4—265

under the command of Commander E. T. Strong, U. S. Navy,

Friday, November 6, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Pleasant weather, thermometer falling. Gentle to moderate breze from SW. Barometer rising.

J. R. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Pleasant cool and smoky around Long Isl. Gentle to moderate breze from SW. to W.N.W. Barometer rising. J.H. Bruce, G.M. 1cl. returned on board from leave.

J. R. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear and pleasant. Gentle to stiff breze from W.N.W. At 9.30 mustered and inspected apprentices on U.S.S. Vermont: absentees as follow: Baney J.P. Beaman J.H. Brooks H.D. Kimball W.B. Barclay F.B. Call W.A. Spitler, R.H. Lehr, E. Pearson, J.W. Reigel, J.P. Tingley, W.H. Eastern, J.F. Herman, H. Hogarin, D. Riggin A. Swenson J. Trilled at infantry drill. Gray Yard workmen on board as follow: Construction Dept. 30 carpenters, 2 joiners, 5 caulkers, 14 laborers, 2 plumbers, 2 shipfitters, 1 helper, 2 drillers, 1 sheet iron worker, 1 helper, 2 riveters Steam Engineering Dept. 5 boiler makers, and 6 helpers, 1 steam fitter and 1 helper, 7 machinists, 1 rigger, and 2 shipwrights. Crew employed painting ship outside.

J. C. Luby,
Lieutenant U.S.N.

From Merid. to 4 P.M.

Clear and pleasant. Gentle breze from W.N.W. Drilled apprentices on Col Deck at infantry. Crew employed scraping ship outside. Gray Yard workmen on board as follows: Construction Dept. 30 carpenters, 2 joiners, 2 painters, 1 plumber, 1 helper, 2 sheet iron workers, 1 helper, 2 shipfitters, 1 helper 2 drillers, 2 riveters and 9 laborers: Steam Engineering 5 boiler makers, and 6 helpers, 1 steam fitter and 1 helper, 7 machinists, 1 rigger, Walter E. Wright App 3cl. left the ship on five days leave of absence. E. L. Hartley 2cl. on 7 days: Clark Andrews, B.M. 2cl. on 14 days. Paid monthly money to crew.

J. C. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear and pleasant. Light to gentle breze from W. and W.N.W. Gray Yard workmen on board as in last watch until 5. A. J. Duffy G.M. 1 class reported on board for duty under orders from the Bureau of Navigation. He was sent to the "Vermont" for quarters and rations.

J. C. Luby,
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear and pleasant. Gentle breze from S.W. by S. Barometer rising.

J. C. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

Roger N. Galt
Lieutenant U.S.N. Navigator.

4—885

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock. Navy Yard. New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses	Reward				a								
A. M.																	
1				S.E. by E.	N.N.W.	2			30.28	55	55	52		b.m.	nme	10	
2					"	2			30.28	55	55	52		"	"	10	
3					"	2			30.29	55	55	52		"	"	10	
4					"	1			30.30	55	54	52		"	"	10	
5					W.S.W	2			30.31	53	53	51		"	"	10	
6					"	2			30.31	53	53	51		b.c.m.	strat.	8	
7					S.S.W	2			30.32	52	52	51		"	"	8	
8					"	2			30.32	53	53	52		"	"	8	
9					"	1			30.30	55	53	52		"	"	8	
10					"	1			30.29	58	54	52		"	"	8	
11					"	0-1			30.27	60	56	53		b.w	wows	10	
Noon.					"	0-1			30.25	62	56	56		"	"	10	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	S.S.W.	1			30.21	63	58	55		b.	North	10	
2				"	"	1			30.20	62	58	55		"	"	10	
3				"	"	1			30.19	61	58	55		"	"	10	
4				"	"	1			30.16	61	58	55		"	"	10	
5				"	"	1			30.16	60	59	56		"	"	10	
6				"	"	1			30.18	60	59	57		"	"	10	
7				"	"	2			30.18	60	59	57		"	"	10	
8				"	"	2			30.18	58	58	57		"	"	10	
9				"	"	1			30.17	58	58	57		"	"	10	
10				"	South	1			30.17	58	58	57		"	"	10	
11				"	"	1			30.16	58	58	57		"	"	10	
Mid.				"	"	1			30.16	58	57	56			"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, November 7, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear and pleasant. Light airs to light breze from N.N.W.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.
Clear and pleasant. Light breze from N.N.W. and S.S.W.

J. C. Luby,
Lieutenant U.S.N.

From 8 a.m. to Meridian
Weather clear and pleasant with light airs from S.S.W. Barometer falling. Navy Yard workmen engaged on board, in Construction Dept. 30 Carpenters 2 joiners 4 painters, 2 caulkers, 1 Ship fitter, 1 helper, 10 laborers, in Engineers Dept. 7 machinists, 1 Steam fitter, 1 helper, 6 boilermakers, 6 helpers and 1 rigger. The following Apprentices 3d class were absent without leave: M. A. Bell, J. P. Branan, J. P. Bryd, J. G. Barclay, J. P. Barney, W. H. Dingley, J. G. Eckstein, G. Hatmore, F. Hyzer, H. B. Hibbard, W. E. Hunnell, F. E. Pearson, R. F. Spilker, E. Serb, J. Sorrenio

W. B. Whiteley
Lieutenant U.S.N.

From Meridian to 4 p.m.
Weather clear and pleasant, with light airs from S.S.W. Barometer falling. The same Navy Yard workmen engaged on board as entered in forenoon watch. Marinus Andersen (Sea.) and J. A. Breen (Sea.) were granted two days, and H. J. Smith (Ch. Mach.) 14 days leave of absence

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 p.m.
Weather clear and pleasant, with light airs from S.S.W.
Barometer steady.

W. B. Whiteley
Lieutenant U.S.N.

From 8 p.m. to Mid.
Weather clear and pleasant, with light airs from S.S.W. to South. Barometer falling.

W. B. Whiteley

Examined and found to be correct.

Rogers N. Galt
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ships Essex Third Rate,

Moored to Dock, Navy Yard, New-York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compassrs	Nwood				a.								
A. M.																	
1				SE x E.	South	1			30.13	58	57	56		b.c.	cir. cum	1	
2				"	"	1			30.14	58	57	56		o.c.m.	"	0	
3				"	Calm	0			30.13	58	57	56		"	cum	0	
4				"	"	0			30.11	58	57	56		"	"	0	
5				"	"	0			30.10	57	57	56		o.c.d	cum nimb	0	
6				"	"	0			30.10	57	57	56		ocm	"	0	
7				"	"	0			30.10	57	57	56		"	"	0	
8				"	S. E. by S.	0-1			30.10	58	56	55		"	"	0	
9				"	"	0-1			30.10	58	56	55		b.c.m.	cum	2	
10				"	"	1			30.09	58	56	55		"	"	1	
11				"	"	1			30.08	59	56	54		ocm	"	0	
Noon.				"	"	1			30.07	59	56	54		b.cm.	"	1	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E	N W.	1			30.08	58	54	52		b.c.m.	cum.	2	
2					N. N W.	2			30.08	57	54	52		"	"	2	
3					"	2			30.09	56	54	52		"	"	3	
4					"	2			30.09	56	54	52		o.c.m.	"	0	
5					"	2-3			30.09	55	52	50		"	"	0	
6					"	1			30.10	55	52	50		"	"	0	
7					"	1			30.11	56	52	50		"	"	0	
8					"	1			30.11	56	52	52		"	"	0	
9					"	1			30.12	57	54	52		"	"	0	
10					"	1-2			30.12	56	54	52		b.c.m.	cir. cum.	4	
11					"	1			30.12	54	52	50		"	"	5	
Mid.					"	1			30.13	53	51	49		"	"	6	

under the command of Commander E. J. Strong, U. S. Navy,

Sunday, November 8th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m.

Weather clear clouding up toward end of watch, light airs from South to calm. Barometer falling.

W. B. Wheeler
Lieutenant U. S. N.

From 4 to 8 a.m.

Weather overcast and cloudy. Calm. Barometer steady

W. B. Wheeler
Lieutenant U. S. N.

From 8 A.M. to Meridian

Generally overcast and cloudy. Calm and light airs from S.E. by S. The following Apprentices 3rd class about ship's duty & quarters: W. A. Bell, F. R. Beaman, J. P. Boyle, F. L. Barclay, J. P. Barney, M. H. Dingley, J. G. Eckstein, G. Harmon, P. Gregorius, H. D. Hibbard, M. E. Knight, W. Mann, R. J. Spilker, E. Seib, J. Sullivan All, the Chaplain, New York hauled down the Rear Admiral flag, hoisted the Commodore's pennant.

R. D. Tindale
Ensign U. S. N.

From Meridian to 4 P.M.

Cloudy to overcast. Light airs and breezes from N. W. and N. N. W.

R. D. Tindale
Ensign U. S. N.

From 4 to 8 P.M.

Overcast and cloudy. Gentle breeze to light airs from N. N. W.

R. D. Tindale
Ensign U. S. N.

From 8 P.M. to Midnight.

Overcast and cloudy to fair weather. Light airs from N. N. W.

R. D. Tindale
Ensign U. S. N.

Examined and found to be correct.

Rogers N. Galt
Lieutenant U. S. N. Navigator.

4-96

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Dths.	State of the Sea.
A. M.																	
1				S.E. by E	N.N.W.	2			30.13	51	49	47		b.c.m.	cum.	4	
2					"	2			30.13	51	48	46		"	"	6	
3					"	2			30.15	51	48	46		"	"	3	
4					"	3			30.15	51	48	46		"	"	3	
5					"	2			30.17	50	48	46		"	"	4	
6					"	2			30.19	49	48	46		"	"	3	
7					"	2			30.23	49	48	46		"	"	3	
8					"	2			30.23	49	48	46		"	"	4	
9					"	2			30.25	50	47	45		"	"	4	
10					"	2			30.28	50	46	44		"	"	4	
11					"	3			30.27	51	47	45		"	"	5	
Noon.					"	3			30.26	52	47	45		"	"	6	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	N.W.	2			30.27	52	48	46		b.c.m.	cum.	5	
2					"	2			30.28	52	48	46		"	"	6	
3					"	2			30.30	52	49	47		"	"	8	
4					"	2			30.31	52	49	47		b.m.	none	10	
5					"	1			30.36	52	49	47		"	"	10	
6					N.W. by W.	2			30.38	51	49	47		"	"	10	
7					"	2			30.39	51	48	44		"	"	10	
8					"	2			30.40	51	48	44		"	"	10	
9					"	2			30.46	51	48	46		o.c.m.	cum.	0	
10					"	2			30.47	51	48	45		b.c.m.	"	6	
11					"	1			30.50	50	48	45		b.	none	10	
Mid.					"	1			30.50	49	48	45		b.c.	"	7	

under the command of Commander E. T. Strong, U. S. Navy,

Monday, November 9, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair to cloudy, cooler weather. Light breze from N. by W.

R. S. Tindale
Ensign U. S. N.

From 4 to 8 A.M.

Cloudy Light breze from N.N.W. Rising barometer. U.S.S. Texas had a heavy list to starboard evidently making water about 6 A.M., when pumps was sounded to clear water tight doors, and tugs went alongside to help pump her out.

R. S. Tindale
Ensign U. S. N.

From 8 A.M. to Merid.

Cloudy and cool light to gentle breze from N. by W. Barometer falling after first hour. Exercised Apprentices at infantry and setting sps. Absentees were the same as logged in forenoon watch of yesterday. Navy Yard workmen engaged on board as follows: 36 Carpenters, 2 Joiners, 4 Painters, 23 Caulkers, 2 Shipfitters, 1 Helper, 10 Laborers, 1 Chipper. Eng. Dept. 7 Machinists, 1 Helper, 4 Boilermakers, 9 Helpers, 1 Steam fitter. Lieutenant R. H. Galt U.S.N. was this day detached from this vessel and ordered to the U.S.S. Terror.

L. M. Nance
Ensign U. S. N.

From Merid. to 4 P.M.

Cloudy to clear, light NW by W breze. Rising barometer. Exercised apprentices at infantry. The following apprentices returned 7 days over liberty: Harmon, Spilker, R. J. G. Beyert, J. P. The last was placed under suitable charge for being under the influence of liquor. The following men left the ship on leave: N. F. Willmyer (Yo. 2d Cl.) 3 days, H. German (Bk. 2d Cl.) 3 days, J. C. Waters (Cl. Yo.) 2 weeks. Navy Yard workmen engaged on board as follows: Constr. Dept. 36 Carpenters, 2 Joiners, 4 Painters, 23 Caulkers, 2 Shipfitters, 1 Helper, 10 Laborers, 1 Chipper. Eng. Dept as in forenoon watch.

L. M. Nance
Ensign U. S. N.

From 4 to 8 P.M.

Cloudy and cool. Light airs to light breze from NW. to N.W. by W. Rising barometer. Navy Yard workmen engaged on board as in afternoon watch this P. M. Jno. D. Clarke Ed. Yo. returned from leave.

L. M. Nance
Ensign U. S. N.

From 8 P.M. to Mid.

Overcast to cloudy and cool. Light breze to light airs from NW by W.

L. M. Nance
Ensign U. S. N.

Examined and found to be correct.

J. K. Jordan
Lieutenant U. S. N. Navigator.

4—665

LOG of the UNITED STATES Ship Essex. Third **Rate,**

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles.	State of the Sea.
				Compasses Reamed													
A. M.																	
1				S.E. by E.	N.W. by W.	1			30.52	47	47	45		b.	none	10	
2				"	"	1			30.54	46	46	45		"	"	10	
3				"	"	1			30.56	46	46	45		"	"	10	
4				"	"	1			30.58	46	46	45		"	"	10	
5				"	"	1			30.60	46	46	44		b.m.	"	10	
6				"	"	1			30.62	46	46	44		"	"	10	
7				"	"	1			30.65	46	46	44		b.c.m.	cir. cum.	6	
8				"	"	1			30.68	45	45	43		"	"	6	
9				"	"	0-1			30.67	48	46	43		"	cir. stat	7	
10				"	"	0-1			30.66	51	47	44		"	"	6	
11				"	W.S.W.	1			30.66	51	48	45		"	"	8	
Noon.				"	"	1			30.65	52	48	45		"	"	8	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles.	State of the Sea.
P. M.																	
1				S.E. by E.	S.W. by S.	1-2			30.63	53	49	46		b.o.m.	cir. cum.	6	
2				"	"	2			30.62	53	50	47		"	"	3	
3				"	"	1			30.62	52	50	47		"	"	3	
4				"	"	1			30.62	52	50	47		"	"	2	
5				"	"	1			30.63	51	50	47		"	"	4	
6				"	"	1			30.64	51	50	47		"	"	5	
7				"	"	1			30.64	51	50	48		"	cum. strat	3	
8				"	"	1			30.61	52	50	48		"	"	2	
9				"	"	1			30.61	52	50	48		"	"	4	
10				"	"	1			30.61	52	50	48		"	"	7	
11				"	"	1			30.60	51	50	48		"	"	8	
Mid.				"	"	1			30.58	51	50	48		"	"	8	

under the command of Commander E T Strong, U. S. Navy,

Tuesday November 10, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Char and cool, light airs from N.W. by W. Rising barometer

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M. Char and cool, light airs from N.W. by W. Commanding Officer left on 3 days leave of absence.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Merid. Pleasant and hazy. Calm and light airs from S.W. by W. to N.W. Barometer falling slowly. At 9.30 mustered at quarters, the following Apprentices 3d Class absent leave, Wm A. Bell, H.R. Beaman, J.D. Barney, G.L. Barclay, W.H. Dingley, J.L. Eckstein, F. Hegeman, J.H. Hilbard, C.C. Kundt, J.W. Rawn, E. Seib, J. Sherman, and W. Budd, Sea Service apprentice at setting up and infantry exercise with arms. The following Navy Yard workmen at work on board, In Construction 30 carpenters 4 joiners 4 painters 3 caulkers 3 shipfitters 3 helpers 3 shipsmiths, 10 laborers, 2 riveters In Steam Engineering 8 machinists, 1 rigger, 1 steam fitter, 1 helper, 4 boilermakers. Brigde J.P. was released from confinement on board U.S.S. Vermont by order Captain F. Carey U.S.N. Commanding that ship. Lieut J.H. Stewart, U.S.N. reported on board for duty by order Hon Secretary of the Navy B. Harrison, C.P. left the ship on 3 days leave of absence. Commander E T Strong U.S.N. left the ship on three days leave.

J.R. Jordan,
Lieutenant U.S.N.

From Merid. to 4 P.M. Pleasant and hazy. Light airs to light breze from S.W. by S. Barometer steady. Exercised apprentices at setting up and infantry with arms. The following workmen from Navy yard at work on board: 30 Carpenters 4 joiners, 2 painters, 4 caulkers, 3 shipfitters, 3 helpers, 2 shipsmiths, 3 riveters and 10 laborers. In Steam Engineering 8 machinists, 1 rigger, 1 helper, 3 boiler makers. The U.S.S. Amphitrite left the Navy Yard at 1.10 P.M. B.A. Bldr. A.B. 3 class, was granted 2 days leave of absence.

J.R. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Pleasant and hazy. Light airs from S.W. by S. Barometer rising. Same workmen from Navy Yard at work on board until 5.00 P.M. as during afternoon. W. Budd, Sea returned from liberty 35 hours overtime.

J.R. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mids. Pleasant and hazy. Light airs from S.W. by S. Barometer steady, then falling.

J.R. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John W Stewart
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES — Ship Essex — Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compass	Rem'd				a.								
A. M.																	
1				S.E. by E.	Calm	0			30.55	50	50	48		0. c. m.	cum. nimb.	0	
2				"	"	0			30.54	51	50	48		"	"	0	
3				"	"	0			30.52	51	50	48		"	"	0	
4				"	Variable	0-1			30.51	51	50	48		"	"	0	
5				"	"	0-1			30.48	51	50	48		"	"	0	
6				"	"	0-1			30.46	52	55	48		"	"	0	
7				S.S.E.	"	1			30.41	54	53	51		b. c. m.	"	2	
8				"	"	2			30.37	56	54	52		"	"	3	
9				"	"	1			30.35	56	56	55		0. c. m.	"	0	
10				"	"	1			30.32	58	58	57		"	"	0	
11				"	"	0-1			30.30	59	58	57		"	"	0	
Noon.				"	"	0-1			30.28	60	58	57		0. c. m. d.	"	0	

Position at 8 A. M. { Latitude by ° ' " / Longitude by ° ' "

Position at noon: { Latitude by observation ° ' " / Longitude by observation ° ' " / Latitude by D. R. ° ' " / Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' " / Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				S.E. by E.	S.E. by E.	0-1			30.23	59	58	57		0. c. m. d.	cum. nimb.	0	
2				"	"	0-1			30.21	59	57	57		"	"	0	
3				"	"	0-1			30.21	59	57	57		"	"	0	
4				"	Calm	0			30.22	59	57	57		"	"	0	
5				"	S.W.	1			30.21	61	60	60		"	"	0	
6				"	"	1			30.24	62	61	61		"	"	0	
7				"	W. S.W.	1			30.28	62	60	60		0. c. m.	"	0	
8				"	"	1			30.28	62	60	60		"	"	0	
9				"	"	1			30.28	62	59	59		"	"	0	
10				"	"	1			30.28	62	59	59		"	"	0	
11				"	"	1			30.28	62	59	59		b. c. m.	"	5	
Mid.				"	"	1			30.29	61	59	59		"	"	7	

under the command of Commander E T Strong, U. S. Navy,

Wednesday November 11, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy and hazy. Calm and light variable airs.

Barometer falling.

J. J. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and hazy first part of watch clearing latter part. Calm and light airs to light breze from S.S.E. Barometer falling. At 8.00 A.M. Pennant dressed ship with Stabaw ensign at the main. The U.S.S. Texas fired a salute of 21 guns. The U.S.S. New York hauled down Rear Admirals flag and broke Commanding Officers pennant.

J. J. Jordan.
Lieutenant U.S.N.

From 8 A.M. to Merid.

Overcast, drizzling rain last hour. Calm to light airs from S.S.E. Barometer falling. Mustered and inspected apprentices on board U.S.S. Vermont at 9.30. Bell, W.A. Beaman, J.R. Barclay, S.G. Barney, J.P. Dinghy, W.H. Eckstein, J.G. Higgins, O.P.M. Hibbard, H.D. Pearson, J.W. Scott, E. and Sonman, J. all apprentices 3rd cl. absent without leave. Drilled at infantry and setting up. Crew employed in painting and scraping ships outside. Navy Yard workmen on board as follows, in Constr. Dept. 30 Carpenters, 5 joiners, 6 painters, 21 caulkers, 3 shipfitters, 3 helpers, 3 chippers, 3 riveters and 10 laborers, in Steam Engineering 10 machinists, 1 rigger, 2 boilermakers and 1 helper. Chief J. H. Jordan, U.S.N. left on one weeks leave of absence.

J. C. Luby
Lieutenant U.S.N.

From Merid. to 4 P.M.

Overcast with drizzling rain at times. Calm to light airs from S.E. and E.S.E. Navy Yard workmen on board as follows: in Constr. Dept. 30 Carpenters, 5 joiners, 1 painter, 3 caulkers, 3 ship fitters 3 helpers 3 chippers, 3 riveters and 10 laborers. In Steam Engineering Dept. 10 machinists, 1 helper 1 rigger 2 boilermakers and 1 helper W. Joslyn, B.M. 2d Cl. reported on board from the Naval Hospital

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast with drizzling rain. Light airs from S.E. and N.E. Navy Yard workmen on board as in last watch until 5.

J. C. Luby
Lieutenant U.S.N.

From 8 P.M. to Midn.

Overcast first half, clearing last half. Light airs from W.S.W.

J. C. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—869

LOG of the UNITED STATES — Ship Essex — Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses Removed													
A. M.																	
1				SE. by E.	W. by W.	1			30.30	60	58	58		b. c. m.	Cir. cum	8	
2				"	"	1			30.30	59	58	58		"	"	9	
3				"	"	1			30.30	58	57	57		"	"	6	
4				"	"	1			30.32	58	57	57		"	"	2	
5				"	"	1			30.32	58	58	57		"	"	1	
6				"	"	1			30.32	58	58	57		o. c. m.	cum nimb	0	
7				"	"	1			30.34	58	58	57		"	"	0	
8				"	SW.	1			30.34	58	58	57		"	"	0	
9				"	"	0-1			30.35	58	56	55		"	"	0	
10				"	NW.	0-1			30.35	58	56	55		"	"	0	
11				"	"	1-2			30.35	58	56	55		"	"	0	
Noon.				"	North	2			30.34	57	55	54		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″ ; Longitude by observation ° ′ ″ ; Latitude by D. R. ° ′ ″ ; Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				SE. by E.	North	2			30.31	56	55	53		o. c. m.	cum nimb	0	
2				"	"	2			30.31	56	55	52		"	"	0	
3				"	"	2			30.30	56	55	52		o. c. m. v.	"	0	
4				"	"	2			30.30	55	55	52		"	"	0	
5				"	NW.	2			30.31	56	53	52		"	"	0	
6				"	"	2			30.31	56	53	52		"	"	0	
7				"	"	2			30.31	56	53	52		"	"	0	
8				"	"	2			30.31	56	53	52		"	"	0	
9				"	"	1-2			30.31	58	54	53		"	"	0	
10				"	"	2			30.31	58	53	51		b. c. m.	cirrus	2	
11				"	"	2-3			30.31	56	51	50		"	"	6	
Mid.				"	"	3			30.29	54	50	48		b. m.	none	10	

under the command of Commander E. T. Strong, U. S. Navy,

Thursday November 12, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Clear but misty. Light airs from W.S.W.

J. G. Luby
Lieutenant U.S.N.

From 4 to 8 A.M. Cloudy to overcast and misty. Light airs from W.S.W.

J. G. Luby
Lieutenant U.S.N.

From 8 A.M. to Merid. Weather overcast cloudy and misty with light airs from S.W. shifting to North. Barometer steady. The following named apprentices were absent without leave: Wm. E. Bell, J. L. Barclay, J. R. Beaman, J. P. Barney, J. H. Eckstein, J. Gregorius, H. D. Hibbard, Ch. C. Knudt, W. Pearson, E. Park, and J. Peterson. The following Navy Yard workmen engaged on board, in Construction, 30 carpenters 5 joiners, 1 painter 2 plumbers, 18 caulkers, 3 shipfitters, 3 helpers, 3 shippers, 3 riveters and 10 laborers: In Engineering Dept. 10 machinists, 2 helpers, 1 nigger and one boilermaker. By order of the Bureau of Navigation, the following named men were transferred from this ship, Ch. Nelen (B.M. 2 cl.) and J. J. Kalen (Ser.) to the U.S.S. New York: A. J. Holland (Ser.) U.S.S. Maine, C. Nilen (B.M. 2 cl.) C. H. Dall (B.M. 1 cl.) and Wm. Budd (Ser.) to the U.S.N.P. Vermont. R. Sedeka (Cabr.) was honorably discharged from this ship and the Naval Service by reason of the expiration of his term of enlistment. By order of Commanding Officer the following changes in ratings were made: J. O. Steenman, O. 2 cl. to O. 1 cl. Wm. Keough, C.P. to O. 2 cl. C. battery, C.P. to O. 2 cl. R. Nelson, Ldr. to C.P.

W. B. Wheelsley
Lieutenant U.S.N.

From Merid. to 4 P.M. Weather overcast and cloudy, with drizzling rain last hour of watch. Light breezes from North. Barometer steady. The U.S.S. Iowa left the yard about 2 o'clock. J. Peterson (C. Mo. at A.) and H. Forman (B.M. 2 cl.) reported their return from leave. J. Peterson (A 3 cl.) returned 9 days overtime. The same Navy Yard workmen as entered in forenoon watch, engaged on board.

W. B. Wheelsley
Lieutenant U.S.N.

From 4 to 8 P.M. Weather overcast and cloudy, with drizzling rain. Light breezes from N.N.W. Barometer steady.

W. B. Wheelsley
Lieutenant U.S.N.

From 8 P.M. to Mid. Weather overcast and cloudy, clearing toward end of watch. Light to gentle breezes from N.N.W. Barometer falling.

W. B. Wheelsley
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock Navy Yard New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Reduced					a.								
A. M.																	
1				E. by E	N. N W.	2			30.30	52	49	47		b.c.m.	cum mit	6	
2				"	"	2			30.30	50	47	45		"	"	4	
3				"	"	2			30.30	49	49	45		"	"	2	
4				"	"	2			30.30	49	49	45		o.c.m.	"	0	
5				"	"	2			30.31	49	49	45		"	"	0	
6				"	"	2-3			30.31	49	49	45		b.c.m.	cir.cum	3	
7				"	"	3			30.31	49	49	45		"	"	4	
8				"	"	3			30.31	49	49	45		"	"	7	
9				"	"	3			30.29	49	48	45		"	"	5	
10				"	"	3			30.26	50	46	45		"	"	4	
11				"	"	2			30.23	50	47	45		"	"	4	
Noon.				"	N. N W.	2			30.20	50	48	46		"	"	4	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				E. by E	N. N W.	2			30.17	50	47	46		b.c.m.	cir cum	4	
2				"	"	3			30.14	50	47	46		"	"	7	
3				"	N. by W.	3			30.15	50	49	46		"	"	2	
4				"	"	3-5			30.16	48	46	44		o.o.a.g	cum mit	0	
5				"	N W.	3-5			30.19	49	46	44		b.o.m.	"	4	
6				"	"	3-5			30.20	48	46	44		o.o.m.	"	0	
7				"	"	3			30.21	47	44	43		"	"	0	
8				"	"	3			30.22	47	44	43		"	"	0	
9				"	"	3			30.22	46	44	43		b.c.m.	cir.cum	2	
10				"	"	4			30.23	46	44	42		"	"	6	
11				"	"	4			30.23	46	43	42		b.o.	cir	9	
Mid.				"	"	3			30.23	47	43	42		"	"	9	

under the command of Commander E. T. Strong, U. S. Navy,

Friday November 13, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Weather fair, clouding up with mist at end of watch. Light breze from N.N.W. Barometer steady.

W.B.Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M. Weather overcast, clearing toward end of watch. Light to gentle breze from N.N.W. Barometer steady.

W.B.Whiteley
Lieutenant U.S.N.

From 8 A.M. to Merid. Fair to cloudy and cool. Gentle breze from N.N.W. to N.W. Lieut. John Stewart U.S.N. left on 4 days leave of absence and Assistant Paymaster H.E. Breon, U.S.N. left on one weeks leave of absence. Commander E.T. Strong U.S.N. returned from leave. The following Apprentices 3rd class absent without leave or over libety: J.P. Barney: F.R. Beamer, M.E. Bell, F.G. Barclay: E.A. Bell, J.G. Eckstein, H.D. Hubbard, J. Hegwin, M.C. Arndt, J.M. Pearson and E. Peck. The following Navy Yard workmen employed on board:- in Construction 30 carpenters, 5 joiners, 4 painters, 23 caulkers, 3 shipfitters, 3 helpers, 3 shippers, 3 riveters and 8 laborers. in Steam Engineering 9 machinists, 3 helpers, and 3 boilermakers. Exercised part of the apprentices at setting up drill. Crew of men engaged scraping ships outside paintwork.

R.D. Tisdale
Ensign U.S.N.

From Merid. to 4 P.M. Fair to overcast and cloudy, rain and wind squalls at end of watch. Light breze from West and N.N.W. to stiff breze in squalls from West last hour. B. Cateny (C.P.) returned from leave. Chief Engineer Stacy Pottle U.S.N. left the ship on 5 days leave of absence. Navy Yard workmen employed on board as follows:- in Construction 30 carpenters 8 joiners, 4 painters 24 caulkers, 3 shipfitters, 3 helpers, 3 shippers, 3 riveters and 8 laborers:- in Steam Engineering:- 9 machinists 3 helpers and 2 boilermakers. Crew of men engaged as yesterday from noon. Apprentices were exercised at Fire Quarters, U.S.N. Gymnasium J.J. Wilke, M. at A. 3 class, left the ship on one weeks leave of absence.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Overcast and cloudy. Light squalls from West to N.W. to gentle breze from N.W. Rising barometer and cooler weather.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Merid. Overcast and cloudy to clear, cool weather. Moderate and gentle breze from N.W.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses	Aeu wrd				a								
A. M.																	
1				S E. by E.	N W.	2			30.28	47	43	42		b.	nme	10	
2				"	"	2			30.30	47	43	42		"	"	10	
3				"	"	3			30.34	47	43	42		"	"	10	
4				"	"	3			30.35	47	43	42		"	"	10	
5				"	"	3			30.38	46	43	42		"	"	10	
6				"	"	3			30.42	46	43	42		"	"	10	
7				"	"	3			30.46	45	41	40		b.c.	cir. strat	9	
8				"	N N W.	3			30.49	44	40	38		"	"	8	
9				"	"	4-5			30.51	43	41	39		"	"	5	
10				"	"	4			30.54	42	41	39		"	"	5	
11				"	N W.	4-5			30.53	42	41	39		"	"	8	
Noon.				"	"	4-5			30.53	42	41	39		"	"	8	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.														
1			S. E. by E.	N. W.	3		30.53	45	43	41		b.cum	cir.cum	7
2			"	"	3		30.53	45	43	41		"	"	8
3			"	N. W. by W.	3		30.53	46	43	40		"	"	5
4			"	"	3		30.57	45	43	40		"	"	5
5			"	"	3		30.58	44	43	40		"	"	4
6			"	"	3		30.60	43	42	40		"	"	6
7			"	"	1		30.61	44	41	38		b.cum	"	10
8			"	"	1		30.61	44	41	38		"	"	10
9			"	"	1		30.61	43	41	39		"	"	10
10			"	"	1		30.62	43	41	39		"	"	10
11			"	West	1		30.63	42	40	38		"	"	10
Mid.			"	"	1		30.63	42	40	38		"	"	10

under the command of Commander E. T. Strong, U. S. Navy,

Saturday November 14, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudless and cool. Light and gentle breezes from N.W.

R.S. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Cloudless to clear, cool weather, with rising barometer. Gentle N.W'ly breeze.

R.S. Tisdale
Ensign U.S.N.

From 8 a.m. to Meridian

Clear and cool. Moderate to stiff breezes in squalls from N.N.W to N.W. The following apprentices were aboard at quarters: Bell, M.E Barclay S.G, Brainard J.R, Batney J.C, Eckstein J.G, Haywein J, Hibbard H.J Kinnett W.C, Pearson J.W, Serbe E. Navy Yard workmen engaged on board as follows. in Construction Dept. 24 Carpenters, 11 Joiners 4 Painters 22 Caulkers 3 Shipfitters, 3 Helpers, 5 Chippers, 3 Riveters, 11 Laborers. In Eng. Dept. 8 Machinists, 1 Helper, 2 Boilermaker, 2 Helpers.

L. McNamee
Ensign U.S.N.

From Meridian to 4 p.m.

Clear to cloudy and cool. Gentle breeze from N.W. to N.W. by W. Rising barometer. Navy Yard workmen engaged on board as in forenoon watch. Paid monthly money to apprentices

L. McNamee
Ensign U.S.N.

From 4 to 8 p.m.

Cloudy to clear Gentle breeze to light airs from N.W. by W. Barometer rising

L. McNamee
Ensign U.S.N.

From 8 p.m. to Midnight

Clear and cool. Light airs from N.W. by W. to West

L. McNamee
Ensign

Examined and found to be correct.

John W Stewart
Lieutenant and Navigator

4—865

LOG of the UNITED STATES Ship Essex **3d Rate,**

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.				S. E. by E.	S. W.	2			30.38	41	41	39		bcw.	cir. str.	7	
1					"	2-3			30.39	41	41	39		"	"	8	
2					"	3-4			30.37	41	41	39		"	"	7	
3					"	3-4			30.38	41	41	39		bcw.	—	10	
4					"	3			30.38	41	41	39		bcw.	cum-str.	6	
5					"	3			30.36	41	41	39		"	"	4	
6					"	3			30.33	42	40	39		"	"	6	
7					"	3			30.33	42	41	39		"	"	5	
8					"	3			30.32	42	41	40		"	"	6	
9					"	3			30.31	44	42	41		"	"	5	
10					"	3			30.29	46	43	42		"	"	5	
11					"	2			30.46	48	46	43		"	"	5	
Noon.																	

Position at 8 A. M.: Latitude by ° ' "

Longitude by ° ' "

Position at noon: Latitude by observation ° ' "

Longitude by observation ° ' "

Latitude by D. R. ° ' "

Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ' "

Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S. E. by E.	S. W.	3			30.44	49	45	43		b. c. sw.	cir. strat.	4	
2					"	3			30.41	52	49	46		"	"	4	
3					"	3			30.41	53	51	47		"	"	4	
4					"	2			30.41	54	52	49		"	"	5	
5					"	2			30.41	54	52	50		"	cir. cum.	4	
6					"	3			30.42	54	52	49		"	"	8	
7					"	1			30.44	54	51	48		b. o.	cir.	9	
8					"	2			30.45	54	51	48		"	"	8	
9					"	2			30.46	52	51	48		"	"	8	
10					"	2			30.47	52	51	48		"	"	9	
11					"	2			30.47	52	50	47		b.	cirrus	10	
Mid.					"	2			30.47	52	50	47		"	"	10	

under the command of Commander E. J. Storey, U. S. Navy,

Sunday, November 15, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and ended 4 a.m.

Clear and cool. Light to moderate breze from S.W.

L. McNamee
Ensign, U.S.N.

From 4 to 8 a.m.

Cloudy and cool. Gentle breze from S.W. Barometer falling.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Noon.

Fair and cool. Light to gentle breze from S.W. At 9 mustered and inspected crew and apprentices on board the U.S.S. Bancroft. Absent without leave Mr. E. Bell O.R. Beaman, F.G. Barclay, J.P. Barney, J.B. Eckstein, D. Gregorio, H.D. Hibbard, M.C. Kinsell, J.M. Pearson, E. Peck, and J. Freeman. J.E. Dunne, bl. U. State, returned from leave.

L. B. Lusby
Lieutenant U.S.N.

From Noon to 4 P.M.

Fair and cool. Light to gentle breze from S.W.

L. B. Lusby
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear and pleasant. Light airs to gentle breze from S.W.

L. B. Lusby
Lieutenant U.S.N.

From 8 P.M. to Noon.

Clear and pleasant. Light breze from S.W.

L. B. Lusby
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—203

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock. Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Reversed					a.								
A. M.				SE. by E.	SW.	2			30.47	52	50	47		b.	nova	10	
1				"	"	2			30.48	52	49	47		"	"	10	
2				"	"	2			30.48	51	49	47		b.m.	"	10	
3				"	"	2			30.49	52	49	47		"	"	10	
4				"	"	2			30.49	50	49	47		"	"	10	
5				"	"	2			30.50	52	49	47		"	"	10	
6				"	"	2			30.52	52	48	46		b.o.m.	cir. cum.	4	
7				"	"	1			30.53	53	50	48		"	"	3	
8				"	"	1			30.52	53	50	48		"	"	3	
9				"	"	1			30.51	54	51	49		"	"	4	
10				"	"	1			30.51	55	52	49		"	"	4	
11				"	"	2.3			30.49	58	53	50		"	"	3	
Noon.																	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	SW.	2			30.47	60	57	49		b.o.m.	cir. cum.	8	
2				"	"	2			30.47	62	59	55		"	"	8	
3				"	"	2			30.45	63	61	57		"	"	6	
4				"	"	2			30.42	62	61	57		"	cum.	7	
5				"	"	2			30.44	62	61	57		"	"	6	
6				"	"	2.3			30.44	62	60	56		"	"	7	
7				"	"	2			30.45	62	60	56		"	"	6	
8				"	"	2			30.45	62	60	56		"	"	8	
9				"	"	2			30.45	61	59	54		b.m.	nova	10	
10				"	"	2			30.45	61	58	55		"	"	10	
11				"	"	2			30.45	60	57	55		"	"	10	
Mid.				"	"	2			30.45	60	57	55		"	"	10	

under the command of Commander E T Strong, U. S. Navy,

Monday November 16, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Light breze from NW.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant first half cloudy last half. Light airs to light breze from SW.

J. C. Luby
Lieutenant U.S.N.

From 8 A.M. to Midnight.

Weather fair. Light airs to light breze from SW. Barometer falling. The following Navy Yard workmen engaged on board in Construction Dept. 28 carpenters, 9 joiners, 4 painters, 2 caulkers, 3 shipfitters, 3 helpers, 3 shipwrights, 3 riveters, 3 blacksmiths, and 10 laborers. In Engineer Dept. 8 machinists, helper, 2 shipwrights, 1 boiler maker, and 1 helper. Received apprentices at Infantry without arms, then brought them on to help in running ships. Shifted ships berth about 10 feet ahead. The following named Apprentices 3d Class were absent without leave:- J.P. Barney, F.G. Barclay: O.E. Bell: J.G. Eckstein: J. Hegwein: H. S. Hilliard: A.C. Kimball, J.W. Pearson: E. Seib: and J. Newman.

W.B.W. Whittlesey
Lieutenant U.S.N.

From Midnight to 4 P.M.

Weather clear and pleasant, with light breze from SW. Barometer falling. The same Navy Yard workmen engaged on board as entered in forenoon watch. O.J. Pelletz (Pt. 4 cl.) E.J. Hunt. (App. 2 class) A. Gilson, CP, and J.A. Grew, Pt. 4 class reported their return from leave.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather clear and pleasant, with light breze from SW. Barometer rising.

W.B.W. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Midnight.

Weather clear, with light breze from SW. Barometer steady.

W.B.W. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John C. Luby
Lieutenant U.S.N. Navigator

6—605

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				6 compasses Removed.					a								
A. M.																	
1				S E. by E.	S W.	2			30.45	60	57	54		b. m.	none	10	
2				"	"	2			30.45	59	57	54		"	"	10	
3				"	"	2			30.45	58	55	53		"	"	10	
4				"	"	2			30.45	56	54	52		"	"	10	
5				"	W. S W.	3			30.45	56	54	52		"	"	10	
6				"	"	3			30.45	56	54	52		b. c. m.	cum. strat.	6	
7				"	"	2			30.45	56	56	53		"	"	6	
8				"	West	2			30.45	56	56	53		"	"	6	
9				"	"	2-3			30.46	58	57	54		b. m.	none	10	
10				"	"	2-3			30.46	60	57	55		"	"	10	
11				"	"	3			30.44	62	58	56		"	"	10	
Noon.				"	"	2			30.40	64	63	60		b. c.	cir.	7	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S E by E	West	1			30.38	66	65	61		b c.	cir.	9	
2				"	"	1			30.36	68	67	63		"	"	9	
3				"	"	1			30.36	68	67	63		b. c. m.	"	9	
4				"	"	1			30.36	68	67	63		"	cir. cum.	7	
5				"	S W.	1			30.38	68	66	63		"	"	3	
6				"	"	1			30.38	68	66	63		"	"	2	
7				"	"	1			30.40	69	65	62		"	cum.	6	
8				"	"	0-1			30.40	69	65	62		"	"	4	
9				"	"	1			30.42	66	64	61		"	"	3	
10				"	"	1			30.43	66	64	61		b. c.	cir. cum.	5	
11				"	Calm	0			30.43	66	64	61		"	"	3	
Mid.				"	"	0			30.43	65	63	60		b. c. m.	"	1	

under the command of Commander E. T. Strong, U. S. Navy,
Tuesday, November 17, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Weather clear and pleasant, with light breze from NW.
Barometer steady.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.
Weather fair, hazy almt horizon. Gentle to light breze from N.W. Barometer steady.

W. B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Midd.
Cloudless to clear, but hazy. Light and gentle breze from West. The following apprentices were leave or liberty: J.P. Barney: F.H. Barclay: D.R. Brannan: M.C. Bell: J.H. Ketterlin: A. Hogevin: R.D. Hibbard: W.E. Kundt: J.M. Laughlin: J.M. Pearson: E. Belk and J. Freeman. Examined apprentices at setting up and infantry without arms. Lieut J.M. Stewart U.S.N. returned from leave. The following Navy Yard workmen employed on board: in Construction 28 carpenters: 13 joiners, 5 painters: 22 caulkers: 3 shipfitters, 3 helpers 3 shippers, 3 riveters, 4 blockmakers: 5 plumbers: 3 helpers: 12 laborers: in Steam Engineering, 9 machinists, 1 helper, 2 shipwrights. U.S. Transport Prairie left the Navy Yard at 10a.

R.D. Tisdale
Ensign U.S.N.

From Midd to 4 P.M.
Clear and pleasant. Light Westerly airs. Navy Yard workmen employed on board as follows: 28 carpenters, 13 joiners, 5 painters: 5 plumbers: 3 helpers, 22 caulkers: 3 shipfitters, 3 helpers: 3 shippers: 3 riveters: 4 block makers, and 12 laborers: Steam Engineering: 9 machinists, 1 helper, 2 shipfitters, 3 boiler makers, 2 helpers. Marines Andrew Lea, returned from leave. Apprentices examined at setting up and infantry drill aboard lower section of new smoke stack. E.J. Cudnick, (App 3d Cl) was this day discharged from the Naval Service by reason of purchase.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.
Cloudy. Light Westerly and SWly airs. Navy Yard workmen employed on board until 4.30, as in forenoon watch. Chief Engr Stacy Potts, U.S.N. returned from leave.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midd.
Cloudy. Light SWly airs and calms. Moonlight. Rising barometer.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator

4-885

LOG of the UNITED STATES — Ship Essex — Third Rate,

Moored to Dock Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses	Removed				a.	/							
A. M.																	
1				SE. by E.	Calm	0			30.43	64	63	61		o. c. m.	cum. nimb	0	
2				"	"	0			30.44	64	63	61		"	"	0	
3				"	"	0			30.44	64	63	61		"	"	0	
4				"	"	0			30.44	63	63	61		"	"	0	
5				"	"	0			30.43	63	63	61		"	"	0	
6				"	"	0			30.45	62	62	60		o. c. f.	-	0	
7				"	"	0			30.46	63	62	60		b. o. f.	cir. cum.	1	
8				"	E. by N.	2			30.47	63	62	60		b. o. m.	"	1	
9					"	2-3			30.47	62	61	59		"	"	6	
10					"	2-3			30.48	62	61	59		"	"	8	
11					E. S. E.	2			30.46	63	62	60		"	"	6	
Noon.					"	2			30.44	64	62	60		"	"	4	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				SE. by E.	E. NE.	2			30.41	63	61	60		b. c. m.	cum. strat.	4	
2					"	2			30.38	64	62	61		"	"	5	
3					Variable	1			30.36	64	62	61		"	"	5	
4					"	1			30.36	64	62	61		"	"	4	
5					"	1			30.35	62	62	61		"	"	6	
6					"	1			30.33	64	62	61		"	"	5	
7					"	0-1			30.33	64	62	61		o. c. m.	cum. nimb	0	
8					"	0-1			30.33	65	61	62		"	"	0	
9					"	0-1			30.31	63	60	59		o. c. f.	"	0	
10					"	0-1			30.30	62	60	59		"	"	0	
11					"	0-1			30.30	62	60	59		b. e. m.	"	5	
Mid.					"	0-1			30.30	62	60	59		b. c. f.	"	2	

4—255

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, November 18, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Overcast and cloudy. Calm.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.
Generally overcast and cloudy, light fog. Calm. Light barometer.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Midd.
Cloudy and hazy. Light to gentle breze from E. by N. to E. S.E. Barometer falling. Absentees same as logged in forenoon watch of yesterday. Exercised apprentices at setting up and signales. Navy Yard workmen engaged on board as follows: Construction Dept. 26 carpenters, 13 joiners, 20 caulkers, 3 ship fitters, 3 helpers, 3 shippers, 3 riveters, 12 laborers, 8 plumbers, 6 blacksmiths: Engineer Dept. 7 machinists, 1 helper, 4 boiler makers, 2 helpers. The U.S.S. Dew left the yard at 9 o'clock. Lieut. John H. Jordan U.S.N. returned from leave.

L. McNamee
Ensign U.S.N.

From Midd. to 4 P.M.
Cloudy and hazy. Light breze from E.N.E. to light variable airs. Falling barometer. Inspected apprentices boys. Navy yard workmen engaged on board as in forenoon watch with exception of 2 plumbers and 2 blacksmiths in Construction Dept.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.
Cloudy and hazy to overcast with calms and light variable airs. Barometer falling. Navy Yard workmen engaged on board until 4.30 o'clock, as in afternoon watch. E. Griffin Sea, returned from the Hospital.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midd.
Overcast to cloudy and hazy. Calms to light variable airs. Steady barometer.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-855

LOG of the UNITED STATES Ship Essex Third **Rate,**

Moored to Dock Navy Yard New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses	Reduced.				a								
A. M.																	
1				SE by E.	West	2			30.26	60	57	55		b.c.m.	cum.strat.	4	
2					N. by W.	2			30.25	60	57	55		"	"	5	
3					"	2			30.23	60	57	55		"	"	6	
4					"	2			30.23	60	57	55		"	"	4	
5					"	1			30.23	59	57	55		"	"	6	
6					"	1			30.23	59	57	55		"	"	6	
7					"	1			30.23	59	57	55		"	"	6	
8					"	1			30.26	59	57	55		"	"	6	
9					West	3			30.29	60	58	56		"	"	4	
10					N. by W.	3			30.32	61	60	57		"	"	3	
11					"	3			30.33	61	60	57		"	"	4	
Noon.					"	3			30.34	61	60	57		"	"	3	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE by E.	N. N. W.	3			30.36	61	60	57		b.c.m.	cum.strat.	3	
2					"	3			30.38	61	58	56		"	cir.	2	
3					N. W. by W.	3			30.42	59	58	56		"	cum.strat.	1	
4					"	3			30.44	59	58	56		b.c.p.	"	2	
5					"	3			30.48	60	54	51		"	"	1	
6					"	3			30.51	60	53	49		b.c.m.	cir.cum.	1	
7					"	3			30.54	59	52	48		"	"	2	
8					N. N. W.	4			30.59	54	51	48		b.c.	"	4	
9					"	4			30.62	52	50	47		"	cir.	9	
10					"	3			30.64	51	49	47		"	"	8	
11					"	3			30.66	51	49	47		"	cir.cum.	6	
Mid.					"	2			30.67	51	49	47		"	"	4	

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, Novembr 19, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4. A.M.

Cloudy and hazy Light breze from West to N. & N. Falling barometer.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy and hazy Light breze to light airs from N. & N. Steady barometer.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Merid.

Fair and hazy. Gentle breze from West to N.W. Barometer rising. At 9.30 mustered at Quarters on board the N.Y.R.S. Vermont the following Apprentices 3 class, absent without leave: Bell, M.A., Beaman, J.R., Barclay, F.L., Barney, J.P., Eckstein, J.G., Ferguson, F., Gilbard, L.D., Hundl, C.B., McLaughlin, J., Pearce, J.A., Seib, E., Foreman, J. Crew at work scraping and resting Navy Yard workmen in getting lower rigging in place. The following Navy Yard workmen at work on board in Construction, 26 carpenters, 13 joiners, 21 caulkers, 3 shipfitters, 3 helpers, 3 coppers, 3 riveters, 6 plumbers, 4 blacksmiths, 11 laborers, 7 painters: In Steam Engineering, 7 machinists, 2 shipwrights, 4 boiler makers, 4 helpers, In Equipment, 13 riggers. Boats of boat officer. The following changes in rating were made, Spurgel, O.S. (2 cl.) to O.S. 1 class, Kirlin, O.S. (3 cl.) to Oiler to date from Nov. 18.

J.N. Jordan
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair and hazy light showers latter part of watch. Gentle to staff breze from N.W. to N.N.W. by W. Barometer rising. Exercised Apprentices at setting up and infantry without arms. The same workmen from Navy Yard at work on board until 5.00 P.M. Crew at work scraping and fitting rigging. Fireman J.O. Peel, left the ship on five days leave of absence.

J.N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and hazy: growing colder. Gentle to moderate breze from N.W. by W. to N.N.W. Barometer rising.

J.N. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear and cold. Moderate to gentle breze from N.N.W. Barometer rising.

J.N. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-985

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compared	Removed				a								
A. M.																	
1				S E by E.	North	2			30.70	50	49	46		b c.	cir. cum.	2	
2					"	3			30.72	49	49	46		"	"	5	
3					"	3			30.74	48	48	45		"	"	4	
4					"	3			30.76	48	47	45		"	"	4	
5					"	3			30.76	45	45	42		"	"	3	
6					"	3			30.80	45	45	42		o. c. mv.	cum. nimb.	0	
7					"	2			30.82	45	45	42		"	cir. cum.	0	
8					N E.	3			30.84	44	45	43		b. o. mv.	"	2	
9					"	3			30.86	43	43	41		"	"	2	
10					"	3			30.89	43	42	39		"	"	2	
11					"	3			30.90	43	41	38		"	"	1	
Noon.					"	3			30.91	43	41	38		"	"	1	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S W by W.	N W.	2			30.91	xx	xx	38		b. c. mv.	cir. cum.	x	
2				"	"	2			30.86	xx	xx	39		"	"	x	
3				"	"	2			30.86	x5	xx	39		"	"	6	
4				"	"	2			30.85	x6	x5	xx		"	"	8	
5				"	"	2			30.86	xx	x5	x0		o. c. mv.	"	0	
6				"	"	2.5			30.87	xx	x3	x0		"	"	0	
7				"	"	2.5			30.87	x3	xx	36		"	"	0	
8				"	"	2.5			30.87	x3	xx	38		"	"	0	
9				"	"	1.5			30.88	x5	x3	39		"	"	0	
10				"	"	1			30.87	xx	xx	x0		"	"	0	
11				"	"	1			30.87	xx	xx	x0		"	"	0	
Mid.				"	"	1			30.87	xx	xx	x0		"	"	0	

under the command of Commander E. T. Strong, , U. S. Navy,

Friday, November 26 , 1876.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cold. Light to gentle breze from N.W. Barometer rising.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair to cloudy and hazy. Light to gentle breze from North to N.E. Barometer rising. Asst Paymaster Lany E. Bacon, U.S.N. returned from leave of absence. D. Schmitt A.B. class returned from liberty 1 H. 15 M. overtime.

J. N. Jordan
Lieutenant U.S.N.

From 8 A.M. to Midnd.

Cloudy and cool. Gentle breze from N.E. At 9.30 mustered and inspected apprentices on board U.S.R.S. Pennsylvania absent without leave Wm. E. Bell, O.R. Beaman, S.G. Barclay, J.P. Barney, H.G. Eastaten, D. Hegarin, H.D. Hebbard, W.C. Kundt, J.W. Langlein, J.W. Pearson, E. Seib, J. Peterson all Appro. 3 class Drilled Apprentices at infantry and setting up. Navy Yard workmen on board as follows: In Constr. Dept. 26 carpenters 13 joiners, 6 painters, 3 caulkers, 6 plumbers, 3 shipfitters, 3 helpers, 3 riveters, 3 chippers, 4 blacksmiths, 14 laborers. In Steam Engineering Dept. 7 machinists, 2 shipwrights, 5 boilermakers and 5 helpers. In Equipt. 14 riggers.

J. G. Luby,
Lieutenant U.S.N.

From Midnd. to 4 P.M.

Cloudy to fair and cool. Light breze from N.E. Drilled apprentices at boats and setting up. Navy Yard workmen on board as follows: In Constr. Dept. 26 carpenters 13 joiners, 7 painters, 6 plumbers 3 shipfitters, 3 helpers 3 chippers, 3 riveters, 4 blacksmiths and 14 laborers: In Steam Engineering same as forenoon. In Equipt. 14 riggers until 3.30. Permanent Apprentices were delivered as follows: Charles Wheeler as Fireman 1 class James Peterson, as Chief Master at Arms: Charles Raesskin, as Chief Quartermaster and D.D. Platte as Chief Fireman. A. Briggs A.B. class was discharged from this ship and from the Naval Service by purchase, in accordance with Bureau Navigation Order # 13. Charles Wheeler Fireman 1 class left the ship on 3 days leave of absence.

J. G. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast and cool. Light to gentle breze from N.E. Navy Yard workmen in Construction and Engineer Dept's same as last watch until 4.30.

J. G. Luby
Lieutenant U.S.N.

From 8 P.M. to Midnd.

Overcast, misty and cool. Light airs to light breze from N.E.

J. G. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-203

LOG of the UNITED STATES Ship Osseo Third Rate,

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.				Compasses removed													
1				S.E. by E.	N.E.	2			30.49	44	44	40		0.e	cum	0	
2				"	"	1-2			30.50	44	44	40		"	"	0	
3				"	"	1-2			30.50	44	44	40		"	"	0	
4				"	"	1-2			30.50	44	44	40		"	"	0	
5				"	"	2			30.55	42	40	38		cums	"	0	
6				"	"	2			30.53	42	40	38		"	"	0	
7				"	"	2			30.51	42	40	38		c.e.m.	"	0	
8				"	"	2			30.78	43	42	39		"	"	0	
9				"	"	2			30.76	43	42	41		"	"	0	
10				"	"	2			30.73	44	43	42		"	"	0	
11				"	"	1			30.68	46	44	43		0.c.m.d.	"	0	
Noon.				"	"	1			30.63	48	46	45		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	E.N.E.	1			30.57	48	46	44		0.c.w.d.	cum.-nimb	0	
2					N.E.	1			30.53	48	47	45		0.c.f.d.	"	0	
3					"	1			30.48	49	48	46		"	"	0	
4					N.N.	1			30.45	49	48	46		"	"	0	
5					"	0-1			30.41	49	48	46		"	"	0	
6					"	2			30.39	49	48	46		"	"	0	
7					"	2			30.39	49	48	46		"	"	0	
8					"	3			30.38	49	48	47		0.c.cu.	"	0	
9					"	2			30.35	49	48	47		"	"	0	
10					"	1			30.35	49	48	47		0.c.d.cu.	"	0	
11					"	2			30.34	50	48	47		"	"	0	
Mid.					"	3			30.34	50	48	47		"	"	0	

under the command of Commander G. J. Young, , U. S. Navy,
Saturday, November 21st, , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Overcast and cool. Light airs to light breze from NE.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.
Overcast, misty and cool, light fall of snow between 4 and 6. Light to gentle breze from NE.

J. B. Luby
Lieutenant U.S.N.

From 8 A.M. to Midd.
Weather overcast and cloudy with drizzling rain. Light airs to breze from NE. Barometer falling. The following named Apprentices 3 class were absent without leave: M.E. Bell, F.R. Brennan, F.G. Barclay, J.C. Barry, J.G. Eckstein, J. Hegewin, H.D. Hilliard, A.L. Kundt, J.W. Laughlin, J.M. Pearson, E. Peck, J. Sweeman, and A.O. Sowell. Henry J. Smith, 5th Mach, reported his return from leave. The following Navy Yard workmen were engaged on board in Construction Dept. 26 carpenters, 13 joiners, 5 painters, 3 caulkers, 4 plumbers, 3 shipfitters, 3 helpers, 3 shipwrights, 3 riveters, 4 blacksmiths, 2 sheet iron workers and 14 laborers. In Engineer Dept. 9 machinists, 1 steam fitter, 3 boiler makers, 2 shipwrights, and 4 helpers. In Equipment Dept. 13 riggers.

W.B.W. Kinkley
Lieutenant U.S.N.

From Midd. to 4 P.M.
Weather overcast and cloudy with drizzling rain. Light airs from E.NE. to NE. Barometer falling. The following Navy Yard workmen were engaged on board in Construction Dept. 26 carpenters, 13 joiners, 5 painters, 6 plumbers, 3 caulkers, 3 shipfitters, 3 helpers, 3 riggers, 3 riveters, 3 sheet iron workers, 3 blacksmiths and 14 laborers. In Engineer Dept. 9 machinists, 1 steam fitter, 3 boiler makers, 2 shipwrights and 4 helpers.

W.B.W. Kinkley
Lieutenant U.S.N.

From 4 to 8 P.M.
Weather overcast and cool, with drizzling rain. Light to gentle breze from NW. Barometer falling.

W.B.W. Kinkley
Lieutenant U.S.N.

From 8 P.M. to Midd.
Weather overcast and cloudy, with drizzling rain. Light to gentle breze from NW. Barometer steady.

W.B.W. Kinkley
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches. a.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Reamed													
A. M.																	
1				S.E. by E.	S.W.	2			30.36	50	48	47		0.c.p.	cum.	0	
2				"	"	2			30.36	50	48	47		0.c.m.	"	0	
3				"	"	2			30.38	49	48	47		"	"	0	
4				"	"	2			30.39	49	48	47		"	"	0	
5				"	North	2-4			30.42	50	49	48		b.o.m.q.	cum. strat.	2	
6				"	N.N.W.	3-5			30.46	50	49	47		"	"	2	
7				"	"	3-5			30.50	50	48	46		"	"	3	
8				"	"	3			30.53	49	48	47		b.c.m.	cir. cum.	3	
9				"	"	3-4			30.59	49	48	47		"	"	4	
10				"	"	4			30.64	49	48	46		"	"	5	
11				"	"	4			30.64	49	48	46		"	"	4	
Noon.				"	"	3			30.66	49	47	46		"	"	6	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: . miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	N.N.W.	4			30.66	49	47	45		b.c.m.	cum.	6	
2					"	4			30.69	49	47	45		"	"	7	
3					"	4			30.72	49	47	45		"	"	6	
4					"	4			30.77	49	47	45		"	"	4	
5					"	4			30.80	47	47	45		"	"	5	
6					"	4			30.84	47	47	45		"	"	4	
7					"	4			30.90	46	46	44		b.m.	cirr.	10	
8					"	4			30.94	44	44	42		"	"	10	
9					"	3			30.95	44	44	42		"	"	10	
10					"	3			30.96	44	44	41		"	"	10	
11					North	2			31.00	43	43	41		"	"	10	
Mid.					"	2			31.00	43	43	41		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Sunday, November 22, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather overcast and cloudy with passing rain showers. Light breeze from S.W. Barometer rising.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather cloudy and misty, with gentle to stiff breeze from North to N.N.W. Barometer rising.

W. B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Midnight.

Fair, misty and cool. High barometer. Gentle and moderate breeze from N.N.W. The following Apprentices 2 class absent from quarters on the U.S.R.S. Vermont. M. E. Bell, D. R. Beaman, F. J. Barclay, J. P. Barney, J. L. Eckstein, F. Ferguson, H. D. Hilliard, W. L. Kundt, J. M. Laughlin, J. N. Pearson, E. Peck, J. Scrivener, A. D. Tennell. The U.S. Quinnitor "Terror" came to Yard at 10, and moored to Cob Dock astern of the Vermont.

R. D. Tisdale
Ensign U.S.N.

From Midnight to 4 P.M.

Generally clear and cool, with higher barometer. Moderate breeze from N.N.W.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Fair to cloudless, misty and cool. Rising barometer. Gentle breeze from N.N.W.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midnight.

Cloudless. Moderate to light breeze from N.N.W. to North. Cooler. Rising barometer.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—200

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Reamed					a								
A. M.																	
1				P.E. by E.	North	2			31.00	43	43	41		b. m.	none	10	
2				"	"	1			31.02	43	43	41		"	"	10	
3				"	N.N.E.	1			31.02	42	42	41		"	"	10	
4				"	"	1			31.05	41	41	40		"	"	10	
5				"	"	1			31.06	40	40	39		"	"	10	
6				"	"	1			30.07	40	39	38		b. c. m.	cumulus	7	
7				"	"	1			31.08	39	39	38		"	"	6	
8				"	N.E.	2			31.09	39	38	37		"	"	6	
9				"	"	2			30.10	41	41	40		"	"	6	
10				"	"	2			30.11	42	42	41		"	"	7	
11				"	"	2			30.11	42	42	41		"	"	2	
Noon.				"	"	2			30.11	42	42	41		"	"	2	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				P.E. by E.	N.E.	2			31.02	47	44	43		b. c. m.	cir. cum.	2	
2				"	"	2			31.02	47	46	43		o. o. m.	"	0	
3				"	"	1			36.01	49	46	45		"	"	0	
4				"	"	1			30.96	48	46	45		"	"	0	
5				"	P.E.	1			30.96	48	46	45		b. c. m.	"	6	
6				"	"	2			30.95	48	46	45		o. c. m.	"	0	
7				"	"	1			30.94	48	46	45		"	"	0	
8				"	"	1			30.92	48	46	45		"	"	0	
9				"	"	1			30.90	51	47	46		"	"	0	
10				"	"	1			30.88	51	47	46		"	"	0	
11				"	"	1			30.87	51	47	46		"	"	0	
Mid.				"	"	1			30.85	51	47	47		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Monday, November 23, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudless and cooler weather. High barometer. Light breeze to airs from North to N.N.E.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Cloudless to fair weather. Light airs from N.N.E. High barometer max. cor. 30.6

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Merid.

Cloudy and cool. Light N.Ely breeze. Steady barometer. Absentees same as logged in forenoon watch of yesterday. Exercised apprentices at setting up and infantry. Navy Yard workmen engaged on board as follows:- Constructor's Dept. 28 carpenters, 13 joiners, 8 painters, 2 caulkers, 3 shipfitters, 3 helpers, 3 chippers, 3 riveters, 2 sheet iron workers, 6 plumbers, 13 laborers: Engineer Dept. 12 machinists, 2 helpers, 1 rigger 2 shipwrights, 2 boilermakers, 2 helpers: Equipment Dept. 13 riggers. J. B. Waters, Ch. Yeo. and C. Wheeler, Yeo 1 Class returned from leave.

L. McNamee
Ensign U.S.N.

From Merid. to 4 P.M.

Cloudy to overcast. Light breeze to light airs from N.E. Exercised apprentices at setting up and infantry. Navy Yard workmen engaged on board as in forenoon watch, with the exception of 2 additional painters and 1 caulker. By order of Commanding Officer the following changes in rating were made, J. J. Wilks, Mr. ab. A. 3 class, to Mr. ab. A. 2 class: A. Barato, Shipwright, to C.A. 3 class. Transferred to Ch. P. M. S. Norwood, J. J. Schneider, Baymen, with all necessary transfer papers and transferred to Naval Hospital, Brooklyn. Seabattle R. and Cleary Ch. C. Appr. 3 class.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Overcast and cloudy. Light airs from N.E. to S.E. Barometer falling. Navy Yard workmen engaged on board as in afternoon watch, till 4.30.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast and cloudy. Light S.Ely airs. Falling Barometer.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compressed	Remond				a.								
A. M.																	
1				SE. by E	South	2			30.80	52	48	47		b. c.	cir. cum.	1	
2					SW.	1			30.80	52	49	48		o.c.m.	"	0	
3					"	1			30.78	52	49	48		"	"	0	
4					"	1			30.77	52	49	48		"	"	0	
5					"	1			30.74	52	49	48		"	"	0	
6					"	1			30.72	52	49	48		"	"	0	
7					"	1			30.72	52	49	48		"	"	0	
8					"	1			30.70	52	49	48		"	"	0	
9					W. SW.	2			30.69	54	54	53		"	"	0	
10					"	2			30.67	56	54	53		b.c.m.	"	1	
11					"	2			30.63	56	54	53		"	"	1	
Noon.					"	2			30.63	57	54	53		"	"	2	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE by E.	W. SW.	2			30.63	58	57	56		b.c.m.	cum. cumb.	2	
2					"	2			30.64	58	57	56		"	cum.	6	
3					"	2			30.64	59	58	56		"	cir. cum.	4	
4					"	2			30.65	59	58	56		"	"	5	
5					"	1-2			30.65	59	58	56		"	"	6	
6					"	2			30.67	60	58	56		"	"	7	
7					"	2			30.68	60	58	56		"	"	4	
8					"	2			30.70	60	58	56		"	"	4	
9					N. NE	2			30.72	58	55	53		"	"	8	
10					"	2			30.72	58	55	53		"	"	8	
11					"	2			30.74	57	54	52		"	"	6	
Mid.					"	2			30.74	57	54	52		"	"	7	

4—250

under the command of Commander E. T. Strong, U. S. Navy,
Tuesday November 24, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and cloudy. Light breze to light airs from South to S.W.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M.

Overcast, cloudy and hazy. Light S.W.ly breze. Falling barometer.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Merid.

Fair and hazy. Light breze from W.S.W. Barometer falling then steady. At 9.30 mustered at quarters on board the U.S.R.S. Vermont: absentees same as before logged. The following workmen from the Navy Yard at work on board, in Construction 27 carpenters, 13 joiners, 11 painters, 4 plumbers, 3 shipfitters, 3 helpers, 3 shippers, 3 riveters, 3 caulkers, 3 electric workers, 12 laborers, 3 inside shipfitters in Steam Engineering, 9 machinists, 2 helpers, 1 rigger, 2 shipwrights, 2 boiler makers, 2 helpers. In Equipment, 10 riggers. Crew at work on board, scraping and painting rigging. Exercised Apprentices at setting up and infantry without arms.

J. N. Jordan.
Lieutenant U.S.N.

From Merid. to 4 P.M.

Pleasant and hazy. Light breze from W.S.W. Barometer rising slowly. Exercised apprentices at skirmish drill without arms. Same workmen at work on board as during forenoon watch, and in addition, 2 spanmakers, 2 blockmakers, 1 laborer and 1 electric worker in Construction. Delivered specification preferred against A.A. Shaw App.s class, at 3.00 P.M. on board the U.S.R.S. Vermont. A.E. Sharp, Lds, returned from leave of absence.

J. N. Jordan.
Lieutenant U.S.N.

From 4 to 8 P.M.

Pleasant and hazy. Light breze from W.S.W. Barometer rising. Same workmen from Navy Yard at work until 4.30 P.M.

J. N. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Mid.

Pleasant and hazy. Light breze from W.S.W. to N.N.E. Barometer rising.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Reward													
A. M.																	
1				SE. by E.	N. NE.	3			30.75	54	48	46		b.	nme	10	
2					"	3			30.77	54	49	48		"	"	10	
3					"	3			30.79	54	50	48		b.c.	cum.	8	
4					"	3			30.81	54	50	49		"	"	9	
5					"	2			30.82	51	48	47		b.c.m.	cir.cum.	7	
6					E. NE.	1-2			30.83	51	48	47		"	"	6	
7					"	0-1			30.83	51	48	47		"	"	2	
8					"	1			30.83	51	48	47		o.c.m.	cum.str.	4	
9					"	1			30.84	51	48	47		"	"	0	
10					"	1			30.85	51	49	48		"	"	0	
11					"	1			30.85	50	50	49		"	nimb.cum.	0	
Noon.					"	1			30.81	52	50	49		o.c.d.m.	"	0	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				S. SW. by W.	W. NW.	1			30.79	54	50	49		o.c.m.	cir.cum.	0	
2					"	1			30.76	54	50	49		"	"	0	
3					"	1			30.76	54	51	50		"	"	0	
4					"	1			30.76	54	51	50		"	"	0	
5					"	1			30.77	55	51	50		"	"	0	
6					"	1			30.76	55	54	51		b.c.m.	"	7	
7					"	1			30.75	55	54	51		"	"	1	
8					"	1			30.74	54	54	51		cum.	cum.	0	
9					"	1			30.74	54	54	51		"	"	0	
10					"	1			30.74	54	54	51		"	"	0	
11					"	1			30.74	54	54	51		o.c.d.x.	"	0	
Mid.					"	1			30.70	54	54	51		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,
Wednesday, November 25, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear and pleasant. Gentle breze from N.NE. Barometer
rising.

J. N. Jordan.
Lieutenant U.S.N.

From 4 to 8 A.M.
Pleasant weather, smoky latter part of watch. Calm and light airs to
gentle breze from N.NE. to E.N.E. Barometer rising.

J. N. Jordan.
Lieutenant U.S.N.

Noon & A.M. to Midnt.
Overcast and misty, with drizzling rain last hour.
light airs from S. W. S. Mustered & inspected Appts. on board the U.S.S. Bancroft
at 9.30. Absent without leave m.a Bell, A.R. Brannan, S.A. Barclay,
S.P. Barney, A. Schastain, A. Hoguerin, W. R. Hilliard, W.C. Linst, A. O'Connell,
J.W. Pearson, C. Seiler and J. Sweeman, all appts. 3rd class. Drilled
at infantry & setting up. Navy Yard workmen on board as follows,
1 m. boat. Dept. 16 carpenters, 13 joiners, 11 painters, 6 plumbers, 3 ship-
fitters, 3 helpers, 3 drillers, 3 riveters, 3 inside shipfitters, 2 blockmakers
2 sparmakers & 13 laborers. 1 m Steam Eng. 10 machinists, 1 rigger,
2 helpers, 2 shipwrights, 4 boiler makers, 4 helpers. 1 m Equipt.
riggers. Paid monthly money to apprentices.

J. C. Luby,
Lieutenant, U.S.N.

Noon Meridian to 4 P.M.
Overcast & misty, light airs from S. E.
Receid. from the U.S.S. Massachusetts, 1 Smith (1st Class) with his
bag & hammock & necessary papers. Navy Yard workmen on board
as follows. 1 m boat. Dept. 16 carpenters, 13 joiners, 11 painters,
6 plumbers, 3 shipfitters, 3 helpers, 3 drillers, 3 riveters, 2 blockmakers,
2 sparmakers, 13 laborers, 3 caulkers. 1 m Steam Eng. same as
forenoon. 1 m Eq. ripe. riggers. Sent Liberty party of appts.
on shore. Paid monthly money to crew.

J. C. Luby,
Lieutenant, U.S.N.

4 to 8 P.M.
Overcast to cloudy and misty. light airs from S.E.
Navy Yard workmen same as last watch, until 6.30.

J. C. Luby,
Lieutenant, U.S.N.

8 P.M. to Midnt.
Overcast & misty, foggy last half.
light airs from S. E.

J. C. Luby,
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Asst. Navigator.

LOG of the UNITED STATES Ship Vesuvius Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				S. W. by W.	S. Wm	0			30.67	57	53	51		0.c.m.f.	cum.	0	
2				"	"	0			30.67	57	53	51		"	"	0	
3				"	"	0			30.67	57	53	51		"	"	0	
4				"	"	0			30.67	57	53	51		"	"	0	
5				"	"	0			30.67	57	53	51		"	"	0	
6				"	"	0			30.67	56	54	50		"	"	0	
7				"	"	0			30.67	56	54	53		"	"	0	
8				"	"	0			30.67	55	51	50		"	"	0	
9				"	W. by N.	1-2			30.64	55	54	53		"	"	0	
10				"	"	1-2			30.63	55	54	53		0.f.	"	0	
11				"	"	1			30.61	55	54	53		0.c.m.	"	0	
Noon.				"	"	1			30.60	56	55	54		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				P. E. by E.	West.	1-2			30.54	56	55	54		0.c.m.	cum. cumb.	0	
2				"	"	1			30.54	57	56	54		"	"	0	
3				"	"	0-1			30.54	58	57	55		"	"	0	
4				"	"	0-1			30.53	58	57	55		"	"	0	
5				"	"	0-1			30.53	58	57	55		0.c.m.f.	"	0	
6				"	"	1			30.51	59	57	55		"	"	0	
7				"	"	2			30.51	59	58	55		"	"	0	
8				"	"	2			30.50	59	58	55		b.c.m.	"	4	
9				"	"	2			30.50	59	59	55		"	"	8	
10				"	"	2			30.48	59	59	55		"	"	6	
11				"	"	2			30.47	60	59	55		"	"	6	
Mid.				"	"	2			30.46	62	60	56		"	"	5	

under the command of Commander C. J. Strong, U. S. Navy,
Thursday, November 26th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 a.m.
Overcast, misty and foggy. Calm.

L. B. Ruby
Lieutenant, U.S.N.

From 4 to 8 a.m.
Overcast and foggy, misty. Calm.

L. B. Ruby,
Lieutenant, U.S.N.

From 8 A. M. to Merid.
Weather overcast, cloudy, foggy and misty, with light airs from N. E. W.
The following named Apprentices were absent without Leave: W. E. Bell, F. R. Beaman, F. G. Barclay, J. P. Barney, J. G. Eckstein, D. Hegeman, H. D. Hibbard, W. C. Kindt, A. Dinell, J. W. Pearsall, E. Sohr, J. Sullivan.

W. B. Whittlesey
Lieutenant U. S. N.

From Merid. to 4 P.M.
Weather overcast, cloudy and misty, with light airs from West. Barometer steady.

W. B. Whittlesey
Lieutenant U. S. N.

From 4 to 8 P.M.
Weather overcast and foggy, with light airs from West. Barometer falling.

W. B. Whittlesey
Lieutenant U. S. N.

From 8 P.M. to Mid.
Weather fair overhead but misty, with light breze from West. Barometer falling

W. B. Whittlesey
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

4—269

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compassed	Remarks												
A. M.																	
1				SE. by E.	SW.	2			30.42	62	60	60		b.c.m.	Circum.	3	
2				"	"	2			30.42	62	60	60		"	"	4	
3				"	"	1-2			30.43	62	60	60		"	"	6	
4				"	"	2-3			30.43	62	60	60		"	"	6	
5				"	"	2			30.43	62	60	60		"	"	6	
6				"	"	2			30.43	62	60	60		"	"	4	
7				"	"	2			30.43	62	60	60		"	cum. stat.	5	
8				SSW.	"	2			30.43	62	60	60		"	"	4	
9				"	"	2			30.41	63	62	61		"	"	5	
10				"	"	3			30.40	65	63	62		"	"	5	
11				"	"	3			30.39	66	63	62		"	"	4	
Noon.				"	"	3			30.35	69	63	62		"	"	4	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	SW.	3			30.30	70	70	67		b.c.m.	cum.strat.	4	
2				"	"	3			30.29	71	70	68		"	"	4	
3				"	"	2			30.29	71	71	68		"	"	4	
4				"	"	2			30.29	72	71	68		"	"	4	
5				"	"	1			30.30	71	70	68		"	"	6	
6				"	"	1			30.31	70	69	67		b.m.	none	10	
7				"	"	1			30.32	70	69	67		"	"	10	
8				"	"	1			30.32	66	69	67		"	"	10	
9				"	"	2			30.32	66	69	67		"	"	10	
10				"	"	2			30.32	66	67	67		"	"	10	
11				"	"	2			30.32	66	67	67		"	"	10	
Mid.				"	"	2			30.31	66	67	67		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Friday, November 27, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather fair, misty about horizon. Light breze from S.W.

Barometer steady.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather fair with light breze from S.W. to S.S.W. Barometer steady.

W. B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Merid.

Fair, hazy but pleasant. Gentle breze from S.S.W. The following apprentices were absent without leave from 9.30 quarters U.S.R.S. Vermont; F. G. Barclay, J. P. Barney, F. R. Beamish, W. H. Pearson, E. Peele, J. Penman, W. C. Bell, J. G. Eckstein, F. Hagwin, H. D. Hibbard, W. C. Kimball, A. O. Donnell. Exercised the apprentices at setting up and infantry without arms. The following Navy Yard workmen employed on board, in Construction, 26 carpenters, 13 joiners, 11 painters, 6 plumbers, 3 caulkers, 3 riveters, 2 shipfitters, 1 helper, 13 laborers, in completing spar deck hatch coamings, lavatories, main fore pumps, water closets, unbending officers quarters and offices, etc: - in Steam Engineering, 18 machinists, 2 helpers, 3 boiler makers, 3 helpers, 2 shipwrights and 1 rigger, in unbending pistons of main engines, boiler valves, in base of new smoke stack and minor work: in Equipment 10 riggers in setting up lower rigging and stays. The U.S.S. Maine left the Yard at 8.30, steaming down East River and the Drew at 9.

R. S. Tindale
Ensign U.S.N.

From Merid. to 4 P.M.

Cloudy hazy but pleasant. Gentle S.S.W'ly breze. Navy Yard workmen employed as in forenoon. Exercised apprentices at setting up and signal drill. E. J. Drew Blacksmith returned from leave. The topmasts, and lower caps, topmast crosstrees were gotten aboard.

R. S. Tindale
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy to clear. Light breze to airs from S.S.W. Navy Yard workmen employed as in previous watch until 4.30. U.S.S. Drew came to yard at 5.

R. S. Tindale
Ensign U.S.N.

From 8 P.M. to Mids.

Clear but misty. Light airs and breze from S.S.W.

R. S. Tindale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES — Ship Essex — Fluid Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Reversed.					a.								
A. M.				SE. by E.	SW.	2			30.30	66	65	64		b.c. m.	cir. cum	6	
1						2			30.30	66	65	64		"	"	5	
2						2			30.30	66	65	64		"	"	4	
3						2			30.30	66	65	64		"	"	5	
4						2			30.30	67	66	65		"	"	4	
5						2			30.31	67	66	65		"	"	4	
6						2			30.31	67	66	65		"	"	0	
7						2			30.31	67	66	65		o.c.	cum.	0	
8						2			30.31	67	66	65		"	"	0	
9						2			30.31	68	67	66		"	"	0	
10						2			30.31	67	67	66		"	"	0	
11						2-3			30.31	68	67	66		o.c. m	"	0	
Noon.						2			30.29	68	67	66		"	"	0	

Position at 8 A. M. { Latitude by ° ′ ″ / Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″ / Longitude by observation ° ′ ″ / Latitude by D. R. ° ′ ″ / Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″ / Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	SW.	2			30.26	70	68	67		o.c. m.d.	cum. nimb.	0	
2					"	2			30.27	68	66	64		"	"	0	
3					"	3			30.29	66	64	62		"	"	0	
4					"	3-4			30.30	64	60	59		"	"	0	
5					Moist	3			30.35	60	58	56		o. cum. p	"	0	
6					NW. NE.	3-4			30.38	57	56	54		o. c. m. a	"	0	
7					"	2-3			30.40	56	56	54		"	"	0	
8					"	3			30.42	56	55	53		"	"	0	
9					"	3			30.43	55	52	50		"	"	0	
10					"	3-4			30.44	53	52	50		"	"	0	
11					"	4			30.45	54	49	48		"	"	0	
Mid.					"	4			30.46	53	48	46		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, November 28, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy. Light S'Wly breze.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Cloudy to overcast. Light S'Wly breze.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Meridn.

Overcast and cloudy. Light to gentle breze from S'W. Steady barometer. Inspected Apprentices at quarters. Absentees same as logged in forenoon watch of yesterday. Navy Yard workmen engaged on board as follows:- Construction Dept. 26 carpenters, 13 joiners, 11 painters, 6 plumbers, 3 caulkers, 2 sheet iron workers, 2 electricians, 1 helper, 12 laborers: Engineers Dept. 11 machinists, 2 helpers, 1 rigger, 2 boiler makers, 1 helper: Equipment Dept. 14 riggers.

L. McVay Kane
Ensign U.S.N.

From Meridn. to 4 P.M.

Overcast and cloudy, light drizzle. Light to gentle breze from S'W. to West. Rising barometer. Navy Yard workmen engaged on board as in forenoon watch. J. McLaughlin A.B. Class, was discharged from the Naval Service, by order of Commanding Officer in accordance with orders from the Bureau of Navigation.

L. McVay Kane
Ensign U.S.N.

From 4 to 8 P.M.

Overcast cloudy and raing. Gentle to moderate breze from N.W.E. Rising barometer. Navy Yard workmen engaged on board as in afternoon watch till 4.30. Pleasd, A.E, A.B. Class, was found absent without leave.

L. McVay Kane
Ensign U.S.N.

From 8 P.M. to Midn.

Overcast, cloudy and raing. Gentle and moderate N.N.W'ly breze. Rising barometer.

L. McVay Kane
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-855

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock. Navy Yard. New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses Reduced													
A. M.																	
1				S.E. by E.	N.N.E.	3			30.45	54	48	46		O.C.m.s.	cum.nimb	0	
2				"	"	3			30.45	50	48	46		"	"	0	
3				"	"	3			30.49	50	48	46		"	"	0	
4				"	"	3			30.52	50	48	45		"	"	0	
5				North	"	2			30.55	48	46	44		"	"	0	
6				"	"	2			30.58	48	46	44		"	"	0	
7				"	"	3			30.61	44	44	42		"	"	0	
8				"	"	2			30.64	44	44	42		"	"	0	
9				"	"	2			30.67	43	43	41		O.C.m.d.	"	0	
10				"	"	2			30.67	44	42	40		"	"	0	
11				N.N.W.	"	2			30.68	44	42	40		"	"	0	
Noon.				"	"	2			30.68	44	42	40		"	"	0	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E	North	2			30.64	44	43	40		O.C.m.	cum.nimb	0	
2					"	2			30.65	44	43	40		"	"	0	
3					"	3			30.66	44	43	40		"	"	0	
4					"	3			30.66	44	43	40		O.C.m.h.	"	0	
5					"	3			30.67	44	43	41		O.C.m.f.	"	0	
6					N.E.	3			30.67	44	43	41		"	"	0	
7					"	3			30.69	44	43	41		O.C.m.h.	"	0	
8					"	3			30.70	44	43	41		O.C.m.a.	"	0	
9					"	3			30.69	42	41	40		"	"	0	
10					"	3			30.70	42	40	39		"	"	0	
11					"	3			30.70	40	38	37		"	"	0	
Mid.					"	3			30.71	40	38	37		"	"	0	

under the command of Commander E T Strong, U. S. Navy,

Sunday November 29, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast cloudy and rainy. Gentle breze from N. NE. Rising barometer.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M.

Overcast, cloudy and rainy. Light to gentle breze from North Rising barometer

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Meid.

Overcast, cloudy, drizzling rain. Light breze from North to N.NW. Barometer rising very slowly. At 9.30 mustered all quarters on board U.S.S. Vermont, same absentees as before logged and no additions H.E. Esquibel, A.B.C.

J.N. Jordan
Lieutenant U.S.N.

From Meid. to 4 P.M.

Overcast, cloudy, hazy, hailing last hour of watch. Light to gentle breze from North. Barometer rising slowly. At 3.15 the U.S.S. Indiana left the yard.

J.N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast, cloudy, passing showers and hail. Barometer rising. Gentle breze from N. to NE.

J.N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Meid.

Overcast, cloudy, raining. Gentle breze from NE. Barometer rising

J.N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W Stewart
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses	Reduced												
A. M.				S.E. by E.	N.E.	3			30.71	40	38	37		O. c. m. a.	cum-nimb	0	
1					"	3			30.70	38	37	36		"	"	0	
2					"	3			30.68	38	37	36		"	"	0	
3					"	3			30.70	38	37	36		"	"	0	
4					"	3			30.69	38	37	36		"	"	0	
5					"	3			30.69	38	36	36		"	"	0	
6					"	3			30.70	38	36	35		"	"	0	
7					N.N.E.	2			30.70	38	36	35		O. c. m.	"	0	
8					"	2			30.70	38	36	35		"	"	0	
9					"	3			30.72	40	38	37		"	"	0	
10					"	2-3			30.71	41	38	37		"	"	0	
11					"	2-3			30.69	42	39	37		"	"	0	
Noon.					"	2			30.68	42	39	37		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	North	3			30.65	41	38	36		O. c. m.	cum-nimb	a	
2					"	2			30.64	41	38	36		"	"	0	
3					N. N.W.	2-3			30.63	41	38	36		"	"	0	
4					"	3			30.64	41	38	36		"	"	0	
5					"	3			30.64	40	37	36		"	"	0	
6					"	3			30.67	39	36	34		"	"	0	
7					"	3			30.69	38	34	32		"	"	0	
8					"	3			30.70	37	34	32		"	"	0	
9					"	2			30.71	37	34	32		b. c. m.	"	2	
10					"	2			30.71	37	34	32		O. c. m.	"	0	
11					"	2			30.71	37	34	32		b. c. m.	"	6	
Mid.					"	2			30.72	37	34	32		"	"	8	

4—265

under the command of Commander E. T. Strong, U. S. Navy,

Monday, November 30, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast. cloudy. hazy and cunning. Gentle breze from N.E.

Barometer fluctuating.

J. W. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast. cloudy, cunning first part of watch. Light to gentle breze from N.E. to N.N.E. Barometer reming steady.

J. W. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Mrid.

Overcast and misty and cold. Light to gentle breze from N.N.E. At 9.30 mustered and inspected apprentices at quarters on U.S.R.S. Vermont, absent without leave Bell, W. A. Beaman, J. R. Bacley, S. B. Barney, J. R., Echeten, J. K. Hazwin, J. Hubbard, H. T. Kunst, Ch. O. Donnell, A. Pearce, J. W. Peck, E. Penman, J. and Shinn, J. E. all Apprentices 3rd class. J. Smith, B. M. 2 cl. also absent without leave Drilled Apprentices at setting up. Navy Yard workmen on board as follows:- In Construction Dept. 12 carpenters 13 joiners, 11 Painters, 3 caulkers 2 shipsmiths, 1 helper, 10 plumbers, and 12 laborers: In Equipment Dept. 6 galley men: In Steam Engineering Dept. 6 machinists, 1 helper, 1 rigger, 4 boiler makers, 2 helpers.

J. B. Luby
Lieutenant U.S.N.

From Mrid. to 4 P.M.

Overcast. misty and cold. Light to gentle breze from North and N.N.W. Navy Yard workmen in Construction and Steam Engineering same as in forenoon. In Equipment 14 riggers and 6 galley men. U.S.S. New York shifted birth to 6 of D.K.

J. B. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast misty and cold. Gentle breze from N.N.W. Navy Yard workmen same as in last watch until 4.30. U.S.S. Massachusetts came in and moored astern of Esma.

J. B. Luby,
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy at first, clear at end, cold. Light breze from N.N.W.

J. B. Luby,
Lieutenant U.S.N.

Approved.

E. T. Strong
Commander U.S.N.
Commanding

Examined and found to be correct.

John W. Stuart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses	Reward				a.								
A. M.																	
1				S E. by E.	N W.	2			30.72	36	33	30		b. m.	nimbus	10	
2				"	"	1			30.72	36	33	30		"	"	10	
3				"	"	1			30.72	36	33	30		"	"	10	
4				"	"	1			30.72	36	33	30		"	"	10	
5				"	W. N W.	2			30.74	34	30	27		"	"	10	
6				"	"	2			30.75	34	29	27		"	"	10	
7				"	"	2			30.76	34	29	27		"	"	10	
8				"	N. N W.	2			30.76	34	29	27		"	"	10	
9				"	N W. by W.	2			30.76	35	29	27		"	"	10	
10				"	"	2			30.78	36	30	28		"	"	10	
11				"	"	2			30.76	37	34	32		"	"	10	
Noon.				"	"	2			30.75	36	34	32		b. c.m.	cum.	8	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S E. by E.	N W. by W.	2			30.73	37	34	32		b. c. m.	cum.	4	
2				"	"	2			30.72	38	34	32		"	"	4	
3				"	"	2			30.72	37	35	33		"	"	4	
4				"	"	2			30.73	37	35	33		"	"	4	
5				"	"	3			30.74	38	36	34		"	"	6	
6				"	N W.	3			30.75	38	36	34		b. m.	nimbus	10	
7				"	"	2			30.76	38	36	34		"	"	10	
8				"	"	2			30.78	38	36	34		"	"	10	
9				"	"	2			30.79	37	35	33		"	"	10	
10				"	"	3			30.80	36	35	33		"	"	10	
11				"	"	3			30.80	36	35	33		"	"	10	
Mid.				"	"	3			30.80	36	35	33		"	"	10	

4—265

under the command of Commander E J Strong, U. S. Navy,

Tuesday, December 1st, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cold. Light breze to light airs from N.W.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cold. Light breze from N.N.W.

J. B. Luby
Lieutenant U.S.N.

From 8 A.M. to Meid.

Weather clear and cold, with light breze from N.W. by N. Barometer steady. The following named Apprentices 3rd class were absent without leave: Bell, M.E., Brennan J.H., Buckley, J.G., Barney, J.P., Bach H., Eckstein J.G., Hegwin, C., Hilbert, R.T., Hundt, W.G., O'Donnell, A. Pecuen, J.W., Park, E., Scheuan, J., Shinn, T.E. and Wright, W.E. also J. Smith, B.M. 2cl. The following Navy Yard workmen were engaged on board in Construction Dept. 12 carpenters, 16 joiners, 11 painters, 10 plumbers, 6 calkers, 1 helper, 3 riveters, 3 caulkers and 12 laborers: In Engineer Dept. 5 machinists, 2 helpers, 1 rigger, 5 boiler makers, 2 helpers, 1 boy and 2 pattern makers. In Equipment Dept. 2 gallymen and 14 riggers.

W.B. Whittlesey
Lieutenant U.S.N.

From Meid. to 4 P.M.

Weather fair, with light breze from N.W. by W. Barometer steady. Same Navy Yard workmen engaged on board as entered in forenoon watch. Issued clothing to apprentices of the Brooklyn draft. The U.S.S. Montgomery shifted her berth, taking that of the Puritan which was moored near the coal wharf.

W.B. Whittlesey
Lieutenant U.S.N.

From 4 to 8 P.M.

Weather clear, with light to gentle breze from N.W. Barometer rising.

W.B. Whittlesey
Lieutenant U.S.N.

From 8 P.M. to Mid.

Weather clear and cold, with light to gentle breze from N.W. Barometer steady.

W.B. Whittlesey
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

6-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hours.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches. a	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.				Compass	Reward												
1				S.E. by E.	N.W.	2			30.81	36	34	33		b.	none	10	
2				"	"	2			30.81	36	34	33		"	"	10	
3				"	"	4			30.82	35	33	32		"	"	10	
4				"	"	3			30.82	35	33	32		"	"	10	
5				"	"	3			30.82	34	33	32		"	"	10	
6				"	"	4			30.82	34	33	32		"	"	10	
7				"	N.N.W.	4			30.84	34	33	32		"	"	10	
8				"	"	4			30.85	33	30	32		"	"	10	
9				"	"	4			30.86	34	22	21		b.c.m.	cum.strat.	5	
10				"	North	2			30.87	35	22	21		o.c.m.	"	0	
11				"	"	3			30.85	35	22	21		"	"	0	
Noon.				"	"	3			30.82	36	23	22		"	"	0	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	North	2			30.78	36	23	22		o.c.m.	cum.	0	
2				"	"	3			30.77	37	24	23		"	"	0	
3				"	"	3			30.77	37	25	23		"	"	0	
4				"	"	3			30.74	37	25	23		"	"	0	
5				"	N by E.	3			30.72	37	25	23		"	cum. strat.	0	
6				"	"	3			30.71	36	24	22		"	"	0	
7				"	"	3			30.71	37	24	22		"	"	0	
8				"	"	3			30.69	36	23	21		"	"	0	
9				"	N.NE.	3-4			30.69	35	22	20		"	"	0	
10				"	"	3-4			30.69	35	22	20		"	"	0	
11				"	"	4			30.68	35	22	20		"	"	0	
Mid.				"	"	4			30.68	35	22	20		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

, 1876.

List of Apprentices transferred to the U.S.S. Brooklyn

Harold, J.	Parker T.W.	Wholey, C.
Harmon, G.	Patterson, A.G.	Burns, J.
Schmitt, F.	Cushing, E.C.	Gorst, F.
Johnston, H.E.	Thorsden, W.G.	Culby, L.V.
Armstrong, J.J.	Streitberger, A.E.	Minor, J.C.
Rudd, L.B.	Collins, J.H.	Miller, J.I.
Bright, W.	Goodwin, T.L.	Hughan, F.G.
Quick, J.	Rambo, S.B.	Neagle, D.P.
Van Winkle, H.	Kirk, G.E.W.	Sullivan, W.A.
Whalen, G. deF.	Fowler, C.O.	O Callaghan, S.
Hammond, J.F.	Kinlon, J.J.	Story, R.
Stuart, T. deW.	Brewer J.	Mc Pride, J.
Lord, G.E.	Clark, E.A.	Holden, H.M.
Kelly, F.E.	Ellenberg, F.	Gallagher, J.A.
Ramsay, J.	Brady, V.	Reynolds, C.W.

ate breze from N.W.

W. B. Wheatley
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear and cold, with gentle to moderate breze from N.W. to N.N.W. Barometer rising.

W. B. Wheatley
Lieutenant U.S.N.

From 8 A.M. to Midd.

Cloudless to overcast. Cold. High barometer. Moderate to gentle breze from N.N.W. to North. The following were absent without leave at quarters:- P. Smith (B.M. 2cl) and Apprentices P.G. Bailey, J.P. Barney, H. Bach, F.R. Beaman, M.A. Bell, J.G. Eckstein, P. Keguren, H.D. Hibbard, W.C. Hundt, A.O. Donnell, J.M. Pearson, J. Brennan, E. Falk, F.E. Klein, W.E. Wright. Navy Yard workmen were employed on boards as follows:- Constructor, 14 carpenters, 16 joiners, 11 painters, 10 plumbers, 2 shipfitters, 1 helper, 3 riveters, 13 laborers, in completing hatchways to spar deck, hammock nettings, bow and stern rails, horse blocks, joiner work in quarters and offices, painting and overhauling pumps, etc: in Steam Engineering, 5 machinists, 2 helpers, 1 rigger, 2 pattern makers, 6 boiler makers, 4 helpers, 2 coppersmiths, 1 helper, in completing installation of smokestack, overhauling boiler valves and piping, main engine cylinder and gratings, installation of evaporator etc: In Equipment, 2 galleymen, installing ships galley and bake oven and 14 men in rigging. Inspected boys of Draft of Apprentices for the U.S.S. Brooklyn.

R. S. Tisdale
Ensign U.S.N.

From Midd. to 4 P.M.

Overcast and cloudy and cold. High barometer and falling. Gentle Northerly breze. Navy Yard workmen employed as in forenoon, with addition of 3 caulkers. ~~Colonels apprentices~~ Inspected to the U.S.S. Brooklyn, 45 apprentices, with necessary papers, bags and hammocks, as per appended list.

R. S. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Overcast and cloudy: colds. Gentle breze from N by E. Navy Yard workmen employed as in previous watch until 4.30

R. S. Tisdale
Ensign U.S.N.

From 8 P.M. to Midd.

Overcast and cloudy: cold. Moderate breze from N.N.E.

R. S. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-205

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday December 2, 1876.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Weather clear and cold, with moderate breeze from N.W.

Barometer rising.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M.

Weather clear and cold, with gentle to moderate breeze from N.W. to N.N.W. Barometer rising.

W. B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Midd.

Cloudless to overcast. Cold. High barometer. Moderate to gentle breeze from N.N.W. to North. The following were absent without leave at quarters:- P. Smith (B.M. 2cl) and Apprentices F.G. Barclay, J.P. Barry, H. Bach, J.R. Beaman, M.A. Bell, J.K. Eckstein, D. Ferguson, H.D. Hibbard, W.C. Hundt, A.O. Donnell, J.M. Pearson, J. Perryman, E. Polk, J.E. Shinn, W.E. Wright. Navy Yard workmen were employed on boards as follows:- Contractor, 14 carpenters, 16 joiners, 11 painters, 10 plumbers, 2 shipfitters, 1 helper, 3 riveters, 13 laborers, in completing hatchways to spar deck, hammock nettings, bow and stern rails, horse blocks, joiner work in quarters and offices, painting and overhauling pumps, etc: in Steam Engineering, 5 machinists, 2 helpers, 1 rigger, 2 pattern makers, 6 boiler makers, 4 helpers, 2 coppersmiths, 1 helper, in completing installation of smokestack, overhauling boiler valves and piping, main engine cylinder and gratis, installation of evaporator etc: In Equipment, 2 galleymen, installing ships galley and bake oven and 14 men on rigging. Inspected bags of Draft of Apprentices for the U.S.S. Brooklyn.

R.D. Tisdale
Ensign U.S.N.

From Midd. to 4 P.M.

Overcast and cloudy and cold. High barometer and falling. Gentle variable breeze. Navy Yard workmen employed as in forenoon, with additions of 3 caulkers. ~~Received apprenticeship~~ Transferred to the U.S.S. Brooklyn, 45 apprentices, with necessary papers, bags and hammocks, as per appended list.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Overcast and cloudy: cold. Gentle breeze from N by E. Navy Yard workmen employed as in previous watch until 4.30

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Midd.

Overcast and cloudy: cold. Moderate breeze from N.N.E.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—365

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Forces.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compassed Around					a								
A. M.																	
1				S.E. by E.	N.N.E.	4			30.69	35	21	20		o. c. m.	cum.	0	
2				"	"	4			30.66	34	21	21		"	"	0	
3				"	"	4			30.65	34	21	20		"	"	0	
4				"	"	4			30.64	33	21	20		"	"	0	
5				"	"	3-4			30.63	33	21	20		"	"	0	
6				"	"	4			30.62	33	21	20		"	"	0	
7				"	"	4			30.62	33	21	20		"	"	0	
8				"	"	3			30.63	33	21	20		"	"	0	
9				"	"	4			30.65	33	23	20		"	"	0	
10				"	"	3			30.65	33	24	22		b. c. m.	cir. cum.	4	
11				"	"	3			30.67	33	24	23		"	"	5	
Noon.				"	N.E. by N.	2			30.67	33	28	27		"	"	5	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	N.N.E.	2			30.66	35	32	31		b. m.	nose	10	
2				"	"	2			30.65	36	34	33		"	"	10	
3				"	"	2			30.65	37	35	33		"	"	10	
4				"	N.E.	1			30.67	38	35	33		b. o. m.	cir	9	
5				"	"	1			30.67	37	36	35		"	"	7	
6				"	N.N.E. by N.	2			30.68	37	36	35		"	"	9	
7				"	"	1			30.70	37	36	35		"	"	9	
8				"	"	1			30.72	36	36	35		"	"	9	
9				"	Vbl	1			30.73	35	34	33		b. m.	none	10	
10				"	"	1			30.74	36	34	33		"	"	10	
11				"	"	1			30.74	36	34	33		"	"	10	
Mid.				"	"	1			30.75	36	34	33		"	"	10	

under the command of Commander E T Strong, U. S. Navy,

Thursday, December 3, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast cloudy and cold. Moderate breze from N.NE. Barometer falling.

R S Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and cloudy: cold. Gentle breze from N.NW.

R S Tisdale
Ensign U.S.N.

From 8 A.M. to Merid.

Cloudy and cold. Gentle to light breze from N.NE. to NE by N. Exercised apprentices at infantry without arms. Absentees came on yesterday. Navy Yard workmen engaged on board as follows:- Construction Dept. 16 carpenters, 16 joiners, 12 painters, 10 plumbers, 3 caulkers, 2 shipfitters, 1 helper, 3 workmen 14 laborers, 2 inside shipfitters: Engineer Dept. 8 machinists, 1 rigger, 3 helpers, 2 pattern makers, 7 boiler makers, 5 helpers, 2 coppersmith, 1 helper: Equipment Dept. 14 riggers.

L W Hamer
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and cold. Light breze to light airs from N.NE. to NE. Same Navy Yard workmen engaged on board as in forenoon watch.

L W Hamer
Ensign U.S.N.

From 4 to 8 P.M.

Clear and cold. Light airs and light breze from NE. to N.N.E. by N. Rising barometer. Navy Yard workmen engaged on board as in afternoon watch until 4.30.

L W Hamer
Ensign U.S.N.

From 8 P.M. to Mrid.

Clear and cold. Light Westerly airs. Rising barometer.

L W Hamer
Ensign U.S.N.

Examined and found to be correct.

John W Stewart
Lieutenant U.S.N. Navigator.

4-955

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whole.	State of the Sea.
									a.								
A. M.				Compassed	Removed												
1				S E. by E.	West	1			30.75	35	34	33		b. m.	none	10	
2				"	"	1			30.76	35	34	33		"	"	10	
3				"	"	1			30.75	35	34	33		"	"	10	
4				"	"	1			30.74	35	34	33		"	"	10	
5				"	"	1			30.74	35	34	33		"	"	10	
6				S W.	"	1			30.75	34	34	33		b. f.	"	10	
7				"	"	1			30.76	34	34	33		b. o. f.	cir. cum.	6	
8				"	"	1			30.77	34	34	33		"	"	6	
9				S. S W.	"	1			30.78	35	34	33		"	"	4	
10				"	"	1			30.78	36	35	34		b. c. m.	"	6	
11				"	"	1			30.74	36	35	34		"	"	6	
Noon.				"	"	1			30.72	38	35	34		"	"	7	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whole.	State of the Sea.
P. M.																	
1				S E by E.	S. S W.	2			30.67	40	38	35		b. c. m.	cum.	8	
2				"	"	2			30.62	42	41	38		"	"	7	
3				"	"	2			30.59	42	41	39		"	"	8	
4				"	"	2			30.57	44	43	40		"	"	6	
5				"	"	2			30.54	44	44	42		"	"	6	
6				"	"	2			30.53	43	42	41		"	"	6	
7				"	"	2			30.51	43	42	41		"	"	5	
8				"	"	1			30.48	43	42	41		o. c. m.	"	0	
9				"	"	1			30.48	43	43	41		"	"	1	
10				N W. by N.	"	2			30.45	43	43	41		"	"	2	
11				"	"	2			30.45	43	43	40		"	"	2	
Mid.				"	"	2			30.45	43	43	40		"	"	2	

under the command of Commander E. T. Strong, U. S. Navy,
Friday, December 4, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear and cold. Light Westerly airs.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.
Clear to foggy. Light Westerly and S'Ely airs. Rising barometer.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridn.
Pleasant, smoky and cold. Light airs from S.S.W. Barometer falling. At 9.30 muctered at quarters on board U.S.R.S. Dennat: Same absentees as before logged. Exercised apprentices at setting up and infantry without arms. Dewat work on board assisting riggers and scraping. The following men from Navy Yard at work on board in Dept. of Construction, 14 carpenters, 16 joiners, 12 painters, 10 plumbers, 3 calkafitters, 1 helper, 2 shippers, 3 riveters, 2 blacksmiths and 12 laborers: in Equipment, 2 gallymen and 14 riggers: in Steam Engineering, 10 machinists, 3 helpers, 1 rigger, 7 tinlen makers, 5 helpers, 4 coppersmiths, 3 helpers, 2 pattern makers. Transferred A.R. Rose, (App.3 class) to Naval Hospital, Brooklyn for treatment.

J.N. Jordan
Lieutenant U.S.N.

From Meridn. to 4 P.M.
Pleasant, smoky and cold. Light breze from S.S.W. Barometer falling. Exercised apprentices at infantry without arms. Same workmen from Navy Yard at work on board till 4.30 P.M. The U.S.S. Marblehead came in, and hauled alongside the Col Dock at 3.30.

J.N. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M.
Fair to cloudy, smoky and cold. Light airs to light breze from S.S.W. Barometer falling.

J.N. Jordan,
Lieutenant U.S.N.

From 8 P.M. to Midt.
Fair smoky and cold. Light airs to light breze from S.S.W. to N.W. by N. Barometer falling then steady.

J.N. Jordan,
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Forces.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses	Removed				a.								
A. M.				E. by E.	W. by W.	1			30.45	43	43	41		b.c.m.	cir.cum.	6	
1				"	"	2-3			30.43	43	42	41		"	"	7	
2				"	"	2			30.43	43	42	41		"	"	7	
3				"	"	2			30.42	43	42	41		"	"	8	
4				"	"	2			30.42	42	42	41		"	"	7	
5				"	"	2			30.42	42	42	41		"	"	6	
6				"	"	2			30.42	42	42	42		"	"	7	
7				"	"	2			30.44	42	42	46		"	"	5	
8				"	"	2			30.44	44	44	40		"	"	4	
9				"	"	2			30.44	43	43	41		"	"	6	
10				"	"	2			30.44	43	43	41		"	"	7	
11				S. S. W.	"	2			30.44	44	43	41		"	"	7	
Noon.				"	"	2			30.44	44	43	41		"	"	7	

Position at 8 A. M.: Latitude by ° ′ ″ Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″ Longitude by observation ° ′ ″ Latitude by D. R. ° ′ ″ Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″ Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				D. of Dry.	S. W.	2			30.44	47	43	41		b.c.m.	cum.	6	
2				"	"	2			30.44	47	45	44		"	"	6	
3				W. by S.	"	2			30.44	49	46	45		"	"	6	
4				"	"	2			30.41	49	47	45		"	"	6	
5				"	"	1			30.44	49	47	45		b.m.	—	10	
6				"	"	1			30.44	48	47	45		"	—	10	
7				"	"	1			30.44	48	46	44		"	—	10	
8				Dr. Dun.	"	0			30.44	47	46	44		"	—	10	
9				"	"	0			30.44	48	46	44		"	—	8	
10				"	"	0			30.45	47	47	45		b.c.m.	cum.	6	
11				"	"	0			30.45	47	47	45		"	"	6	
Mid.				W. by S.	"	1			30.46	47	47	45		"	"	7	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday December 5, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear wirhead, smoky around horizon and cold. Light airs to gentle breze from W. P.M. Barmeter steady, then falling.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear wirhead, smoky around horizon and cold. Light breze from W. P.M. Barmeter steady then rising. U.S.S. New York went into Dry Dock.

J. N. Jordan
Lieutenant U.S.N.

From 8 A.M. to Meridn.

Fair to clear and cool. Light breze from S.E. to W.S.W. At 9.45 mustered and inspected apprentices on board U.S.R.S. Vermont absent without leave, C. Sailer, J. Sussman, on A. Bell, W. E. Wright, F. R. Brannan, A. G. Barclay, J. P. Barney, H. Bach, J. Edelstein, F. Hagquin, H. H. Hibbard, W. J. Kunst, A. O'Donnell, J. W. Pearson, J. Shinn; all Appr. 3.d. F. Smith, B. in N. D. also absent. Navy Yard workmen on board as follows, 14 Carpenters, 16 joiners, 12 painters, 2 ship fitters, 1 helper, 2 shippers, 3 riviters, 2 inside ship fitters & 11 laborers. 1 in Equipt. Dept. 14 riggers, 1 on Steam Eng. Dept. 9 machinists, 1 rigger, 3 helpers, 6 boiler makers, 2 helpers, 2 pattern makers, 4 coppersmiths, 2 helpers & 2 bell hangers.

L. B. Ruby
Lieutenant, U.S.N.

From Meridn to 4 P.M.

Fair and cool, light breze from S.E. to W.S.W. Navy Yard workmen on board as in last watch.

L. B. Ruby
Lieutenant, U.S.N.

From 4 to 8 P.M.

Clear and cool. Light airs to light breze from West. Navy Yard workmen on board as in last watch until 4.30.

L. B. Ruby
Lieutenant, U.S.N.

From 8 P.M. to Midnight.

Clear and cool. Light airs to light airs from West.

L. B. Ruby
Lieutenant, U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant, U.S.N. Navigator.

4-205

LOG of the UNITED STATES Ship Essex Third Rate,

Moored in Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Hel.	Leeway.	BAROMETER. Height in inches. a	TEMPERATURE. Thermometer attd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				S.W. by W.	Calm	0			30.46	47	47	45		b.m.	now	10	
2				"	"	0			30.45	47	46	45		"	—	10	
3				"	"	0			30.45	46	45	44		"	—	10	
4				"	"	0			30.46	46	45	44		"	—	10	
5				West	"	2			30.44	45	44	43		"	—	10	
6				"	"	2			30.44	45	44	43		"	—	10	
7				"	"	2			30.44	45	44	43		"	—	10	
8				"	"	2			30.44	46	44	43		"	—	10	
9				"	"	2			30.44	45	44	43		"	—	10	
10				"	"	2			30.44	46	45	43		"	—	10	
11				"	N.W.	2			30.44	46	45	44		b.c.	cir.cum.	7	
Noon.				"	"	2			30.43	47	45	44		"	"	6	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				E. by E.	S.S.E.	2			30.42	49	47	45		b.o.	cum.	5	
2				"	"	3			30.39	49	48	46		"	"	5	
3				"	S.S.W.	4			30.39	50	49	47		"	"	5	
4				"	"	4			30.39	51	49	47		"	"	5	
5				"	"	1			30.39	51	49	47		b.c.m.	"	6	
6				"	"	1			30.39	51	49	47		"	"	6	
7				"	"	2			30.39	51	49	47		"	"	6	
8				"	"	3			30.40	51	49	47		"	"	6	
9				"	"	1/2			30.40	51	49	47		"	"	6	
10				"	"	1			30.39	51	49	47		"	"	6	
11				"	"	1			30.39	51	49	47		"	"	6	
Mid.				"	"	1			30.39	51	49	47		"	"	7	

under the command of Commander, C. J. Strong, , U. S. Navy,

Sunday, December 6th. , 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences & until 4 a.m.
Clear and cool. Calm

J. S. Luby
Lieutenant, U.S.N.

From 4 to 8 P.M.
Clear and cool, light breeze from West

J. S. Luby
Lieutenant, U.S.N.

From 8 A.M. to Merid.
Weather clear, with light breeze from West to N.N.W. Barometer steady. The following named apprentices 3rd class, were absent without leave: E. Berk, J. Peterson, M. A. Bell, A. E. Knight, F. R. Brannan, F. J. Barclay, J. P. Barry, H. Bach, J. G. Eckstein, P. Hagerin, H. G. Hibbard, A. C. Kundt, A. O. Hurrell, J. O. Pearson, P. E. Klein: also D. Smith, B. Mate 2 class.

W. B. W. Hinckley
Lieutenant U.S.N.

From Merid. to 4 P.M.
Weather fair, with light to moderate breeze from S.S.E. to S.S.W.

W. B. W. Hinckley
Lieutenant U.S.N.

From 4 to 8 P.M.
Weather fair, with light airs to gentle breeze from S.S.W. Barometer steady.

W. B. W. Hinckley
Lieutenant U.S.N.

From 8 P.M. to Meid.
Weather fair, clouding over with mist. Light airs from S.S.W. Barometer steady.

W. B. W. Hinckley
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-555

LOG of the UNITED STATES — Ship Essex — Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses	Reduced												
A. M.																	
1				S.E. by E.	S.S.W.	1			30.39	51	50	48		b.c.m.	cir.	1	
2				"	"	1			30.39	51	49	47		"	"	1	
3				"	"	1			30.39	50	49	47		"	"	1	
4				"	"	1			30.39	49	48	46		"	"	2	
5				"	"	1			30.39	49	48	46		"	"	2	
6				"	"	2			30.39	49	48	46		O.c.m.	cum.nimb	0	
7				"	"	1			30.38	49	48	46		"	"	0	
8				"	"	1			30.38	49	48	46		b.c.m.	"	4	
9				"	"	1			30.38	48	48	46		"	"	6	
10				"	"	1			30.38	49	48	46		"	"	4	
11				"	S.S.W.	1			30.37	49	49	48		"	"	8	
Noon.				"	"	1			30.37	51	50	49		"	"	7	

Position at 8 A. M. { Latitude by ° ′ ″ / Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″ / Longitude by observation ° ′ ″ / Latitude by D. R. ° ′ ″ / Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″ / Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	S.W. by W.	1			30.35	52	51	50		b.c.m.	cir.cum.	5	
2				"	"	1			30.34	53	53	52		"	"	2	
3				"	"	1			30.35	54	54	52		"	"	4	
4				"	"	1			30.37	54	54	51		"	"	5	
5				"	"	1			30.43	53	54	51		"	"	7	
6				"	"	1			30.43	53	54	51		"	"	7	
7				"	"	1			30.43	53	54	51		"	"	7	
8				"	"	1			30.48	53	54	51		"	"	7	
9				N.E.		1			30.50	52	52	49		b.m.	none	10	
10				"		1			30.50	52	47	48		"	"	10	
11				"		1			30.52	51	50	47		"	"	10	
Mid.				"		2			30.54	51	50	47		"	"	10	

4—965

under the command of Commander E. T. Strong, U. S. Navy,

Monday, December 7, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Weather cloudy and misty, with light airs from S.S.W. Barometer steady.

W. B. Whiteley
Lieutenant U.S.N.

From 4 to 8 A.M. Weather cloudy and misty, clearing toward end of watch. Light airs to breeze from S.S.W. Barometer steady.

W. B. Whiteley
Lieutenant U.S.N.

From 8 A.M. to Merid. Cloudy to clear. Light S.S.W'ly breeze and airs. The following Apprentices aboard without leave at 9.30 quarters on the U.S.R.S. Penmar: L. Bark, S.G. Barclay, J.P. Barney, J.R. Beaman, W.A. Bell, J.G. Eckstein, D. Hegwin, H.D. Hibbard, C.B. Knudt, A.O. Linnell, J.M. Pearson, E. Polk, J. Peterman, J.E. Shinn, W.E.C. Voight. Exercised apprentices at setting up and infantry without arms. The following Navy Yard workmen employed on board in Construction, 20 carpenters, 16 joiners, 12 painters, 10 plumbers, 3 shipfitters, 1 helper, 3 riveters, 2 chippers, 2 blacksmiths, 2 inside fitters, 11 laborers, in fitting new rails, office work and quarters, painting inside and outside, unhauling main fore pump and minor work. in Steam Engineering, 8 machinists, 1 rigger, 4 helpers, 7 coppersmiths, 5 helpers, 5 boiler makers, 2 helpers, 1 pipe fitter, 1 helper in connecting up steam pipes, unhauling pistons and springs, crank brasses in L.P. engine, clutch engaging, connecting steam heaters and various small jobs: in Equipment, 14 riggers on lower rigging and getting fore topmast and fore yards across.

R.S. Tindale
Ensign U.S.N.

From Merid. to 4 P.M. Fair, hazy. Light S.S.W'ly airs. Navy Yard workmen employed as in forenoon.

R.S. Tindale
Ensign U.S.N.

From 4 to 8 P.M. Light S.S.W'ly airs. Fair to clear. Navy Yard workmen employed as in previous watch until 4.30.

R.S. Tindale
Ensign U.S.N.

From 8 P.M. to Mid. Clear to cloudless. N. Ely airs.

R.S. Tindale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.Navy Navigator.

4-865

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compared	Reward				a.								
A. M.																	
1				SE. by E.	NE.	1			30.54	51	50	47		b. m.	nine	10	
2				"	"	1			30.54	51	50	47		"	"	10	
3				"	"	1			30.56	50	49	46		"	"	10	
4				"	"	1			30.56	49	48	45		"	"	10	
5				"	"	1			30.58	48	48	44		"	"	10	
6				"	"	1			30.58	48	48	44		"	"	10	
7				"	"	1			30.60	48	48	44		b. o. m.	cumu.	6	
8				"	"	1			30.62	48	47	44		"	"	8	
9				"	"	1			30.61	50	48	45		"	"	4	
10				"	"	1			30.61	50	48	45		"	"	6	
11				"	"	1			30.60	50	48	46		o. o. m.	"	0	
Noon.				"	"	1			30.58	49	48	46		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				SE. by E.	NE	1			30.53	49	48	45		o. o. m.	Cumu-nimb	0	
2				"	"	1			30.52	49	48	46		"	"	0	
3				"	"	1			30.50	49	48	46		"	"	0	
4				"	"	1			30.48	50	49	46		o. o. m. d.	"	0	
5				"	"	1			30.48	51	50	45		"	"	0	
6				"	"	1			30.40	55	51	49		o. e. v.	"	0	
7				"	"	1			30.37	55	51	50		"	"	0	
8				"	"	1			30.31	54	51	50		"	"	0	
9				"	"	1			30.26	54	54	53		"	"	0	
10				"	"	1			30.21	56	55	54		"	"	0	
11				"	"	1			30.17	57	56	55		"	"	0	
Mid.				"	S by E	4			30.12	57	56	55		"	"	0	

under the command of Commander E T Strong, U. S. Navy,

Tuesday December 8, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudless. Light airs from NE.

R S Tindale
Ensign U.S.N.

From 4 to 8 A. M.

Cloudless to fair. Light N Bly. airs.

R S Tindale
Ensign U.S.N.

From 8 A. M. to Merid.

Cloudy to overcast. Light N Bly airs. Absentees same as yesterday with the addition of Brown G.J. and Esquibel, H.E. and the exception of Bach H. App. 3 C. who returned 8 days overtime. Exercised apprentices at setting up and signals. Navy Yard workmen engaged on board as follows:- Construction Dept. 20 carpenters, 16 joiners, 16 painters, 3 shipfitters, 1 helper, 3 riveters, 2 inside shipfitters, 2 blacksmiths, 10 plumbers, 11 laborers, 1 equip. galleyman: Engineering Dept. 8 machinists, 1 rigger, 4 helpers, 5 boiler makers, 2 helpers, 7 coppersmiths, 5 helpers. Equipment Dept. 14 riggers. Lieut. W. D. Stuhlman, U.S.N. reported on board as the relief of Lieut. H. B. Whitney, U.S.N. detached this day and ordered to the U.S.S. Pinta, & J. White, A.B.C., was released from confinement by order of Commanding Officer of Vessel and returned to duty.

L. McNamee
Ensign U.S.N.

From Merid. to 4 P.M.

Overcast and cloudy and hazy, with light drizzle near end of watch. Light N Bly. airs. Exercised apprentices at setting up and infantry without arms. Navy Yard workmen engaged on board as in forenoon watch.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Overcast, cloudy and rainy. Light N Bly airs. Barometer falling. Navy Yard workmen engaged on board till 4.30, as in afternoon watch.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast, cloudy and rainy. Light N Bly airs, freshening last hour to moderate breeze from S by E. Barometer falling.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John W Stewart
Lieutenant U. S. N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex, Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compasses Round													
A. M.																	
1				S.E. by E.	S by E.	1-2			30.04	57	57	56		O.cd.m.	cum.nim.	0	
2				"	"	2			30.00	57	54	54		"	"	0	
3				"	"	1			29.97	57	54	54		"	"	0	
4				"	S.S.W.	1			29.94	57	55	54		O.c.m.s.	"	0	
5				"	"	2			29.90	57	56	54		"	"	0	
6				"	"	1			29.86	57	55	54		"	"	0	
7				"	W.S.W.	2			29.84	56	54	52		"	"	0	
8				"	"	2			29.82	56	54	52		O.c.m.d.	"	0	
9				"	"	3			29.85	56	54	52		"	"	0	
10				"	"	5			29.85	56	54	52		b.c.	"	5	
11				"	"	5			29.89	54	54	52		"	"	6	
Noon.				"	"	4-5			29.90	54	54	52		"	"	7	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				S.E. by E.	W.S.W.	4-5			29.92	55	54	52		b.c.	cum.	8	
2				"	"	4-5			29.91	55	54	52		"	"	8	
3				"	"	3			29.91	55	54	52		"	"	4	
4				"	"	3			29.91	57	53	50		b.c.m.	cir.cum.	5	
5				"	"	3			29.93	57	53	49		"	"	7	
6				"	"	2			29.94	56	51	48		"	"	3	
7				"	"	2			29.94	56	50	48		O.c.m.	cum.	0	
8				"	"	2			29.94	56	50	48		"	"	0	
9				"	"	2			29.94	55	50	48		"	"	0	
10				"	W.ast	2			29.94	55	51	48		"	"	0	
11				"	"	2			29.93	56	51	48		"	"	0	
Mid.				"	W.S.W.	3			29.91	56	51	48		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday December 9, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and cloudy, drizzling rain. Light airs to light breeze from S. by E. to S.S.W. Barometer falling.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Overcast cloudy and raining. Light airs to light breeze from S.S.W. to W.S.W. Barometer falling.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridn.

Cloudy first part of watch, clearing latter part, hazy or smoky. Gentle to stiff breeze from W.S.W. Barometer rising. At 9.30 mustered at quarters on board the U.S.R.S. Vermont. Found absentees as before logged. Exercised apprentices at setting up and infantry without arms. Crew at work on board assisting riggers and scraping. The following Navy Yard workmen at work on board: In construction, 20 carpenters, 15 joiners, 16 painters, 6 plumbers, 2 shipfitters, 1 helper, 3 caulkers, 3 workers, 2 shippers, 3 inside shipfitters, 2 helpers, 2 gallerymen, 3 blacksmiths, 12 laborers, and 2 galvanizers. In workers In Steam Engineering, 9 machinists, 4 helpers, 1 rigger, 5 boiler makers, 2 helpers, 7 coppersmiths, and 5 helpers.

J. N. Jordan
Lieutenant U.S.N.

From Meridn. to 4 P.M.

Cool and pleasant. Stiff to gentle breeze from W.S.W. Barometer steady. Exercised apprentices at setting up and infantry without arms. Same workmen at work on board in Construction and Steam Engineering and 14 riggers in Equipment. Discharged from this ship and Naval Service by reason of physical disability and order of the Navy Dept. William Keating A.B.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear first part of watch, cloudy latter part. Light to gentle breeze from W.S.W. Barometer rising. Same workmen from Navy Yard at work on board until 4.30.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midn.

Cloudy and cool. Light breeze from W.S.W. to West. Barometer falling.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

(Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compassed Reward					a.								
A. M.				S.E. by E.	West	3			29.91	56	51	48		b.c.m.	cir.cum	2	
1					"	3-4			29.91	56	51	48		b.c.g.m.	"	8	
2					"	3-5			29.92	56	51	48		"	"	7	
3					"	3-5			29.94	55	50	48		"	cir.	9	
4					"	3			29.98	55	50	48		"	"	9	
5					"	3			29.98	55	50	48		b.c.m.	cum.	9	
6					"	2			30.00	55	50	48		"	cir.cum	8	
7					"	2			30.02	55	50	48		"	"	4	
8					"	2			30.06	54	52	50		"	"	6	
9					"	2			30.09	55	52	50		"	"	5	
10					"	2			30.07	55	52	50		"	"	4	
11					"	2			30.04	56	52	50		"	"	6	
Noon.																	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	W. N. W.	2			30.03	54	54	52		b.c.m.	cir.cum	7	
2					"	3			30.03	56	55	53		"	"	7	
3					"	2			30.02	57	55	53		"	"	6	
4					"	2			30.02	57	55	53		"	"	6	
5					"	1			30.02	57	54	52		"	"	7	
6					"	0-1			30.02	59	54	52		"	"	7	
7					"	0-1			30.02	59	53	52		"	"	7	
8					"	0-1			30.02	59	53	52		"	"	7	
9					N. N. E.	0-1			30.04	57	51	50		"	"	4	
10					"	0-1			30.04	57	51	50		0.c.m.	cum.cumb	0	
11					"	0-1			30.04	57	51	50		"	"	0	
Mid.					"	0-1			30.04	56	51	50		0.c.m.f.	"	0	

under the command of Commander E. J. Strong, U. S. Navy,

Thursday, December 10, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and hazy. Gentle breze with stiff to moderate breze from West. Barometer steady then rising.

J.N. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and hazy. Light to gentle breze from West. Barometer rising.

J.N. Jordan
Lieutenant U.S.N.

From 8 A.M. to Merid.

Cloudy and hazy. Light Westerly breze. Mustered at quarters: Absentee, M. A. Bell, J. H. Brannon, F. G. Barclay, J. O. Barney, H. Esquibel, J. G. Eckstein, J. Hegewer, R. D. Hibbard, M. C. Hundt, O. O. Donell, J. M. Pearson, E. Seitz, J. Sweenan, J. E. Shinn, W. E. Wright. Exercised Apprentices at setting up. Navy Yard workmen engaged on board as follows:- Construction Dept. 20 Carpenters, 12 joiners, 4 painters, 6 plumbers, 3 caulkers, 3 shipfitters, 1 helper, 3 riveters, 3 inside shipfitters, 1 helper, 2 galvanized iron workmen, 3 blockmakers, 12 laborers: Engineers Dept. 11 machinists, 1 rigger, 4 helpers, 5 boiler makers, 2 helpers, 2 drillers, 2 helpers, 4 coppersmiths. Equipment Dept. 14 riggers. By order of the Commanding Officer, the following Apprentices with rating of Appr 2 class, as follows: To the Massachusetts: Jetty, H. A., Dyer, E. J., Krueger, E. Parr, E. H., Child, J. C. Crow, H. Buchanan, J. J. To the Texas: Daneck, E. A., Coffer, H. David, R. Abrahamson, R. E., Vilenda, Bottcher, R. to the Massachusetts, with rating of App 3 class, and Doble, J. A. to the Texas with rating of App 3 class. A. Crow, A. 3c. was transfered to the Naval Hospital, Brooklyn.

J. C. Luby
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair and hazy. Calms to light N. & Wly airs. Navy Yard workmen engaged on board in Equipment and Engineer Depts as in forenoon watch. Construction Dept. as follows:- 18 carpenters, 12 joiners, 3 caulkers, 3 shipfitters, 1 helper, 3 riveters, 2 galvanized iron workers, 3 blockmakers, 4 laborers. The Old Puritan went into commission at 1.45.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and hazy. Calms to light N. & Wly airs. Navy Yard workmen engaged on board till 4.30 as in afternoon watch.

J. C. Luby
Lieutenant U.S.N.

From 8 P.M. to Midt.

Cloudy to overcast. Calms and light N. & Wly airs.

J. C. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stuart
Lieutenant U.S.N. Navigator

4-285

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses	Reduced											
A. M.																
1				SE. by E.	N. NE.	1			30.04	55	55	50	o. c. m.	cum. cirrus	0	
2					"	1			30.04	55	54	50	"	"	0	
3					"	1			30.04	54	53	49	"	"	0	
4					"	1			30.04	53	52	48	o. c. m. v.	"	0	
5					"	2-3			30.08	52	49	47	b. c. m.	"	4	
6					"	2-3			30.12	52	49	47	"	"	7	
7					"	3			30.16	51	49	47	"	"	4	
8					"	3			30.19	50	49	47	o. c. m.	"	0	
9					"	2			30.18	50	49	47	b. c. m.	"	4	
10					"	2			30.28	50	49	47	"	"	6	
11					"	2			30.24	51	49	47	"	"	6	
Noon.					"	2			30.27	52	50	49	"	"	7	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																
1				SE. by E.	N. NE.	2			30.30	54	51	50	b. c. m.	cir. cum.	7	
2					"	2			30.32	54	51	50	"	"	6	
3					N. NW.	2			30.32	54	51	50	"	"	2	
4					"	2			30.35	54	52	51	"	"	3	
5					"	2			30.35	53	52	51	"	"	5	
6					"	1			30.38	53	52	51	"	cum.	8	
7					"	1			30.38	53	52	51	b.	none	10	
8					"	1			30.40	52	50	49	"	"	10	
9					"	1			30.41	51	49	48	"	"	10	
10					"	1			30.42	51	49	48	"	"	10	
11					Calm	0			30.42	50	46	48	"	"	10	
Mid.					"	0			30.42	50	46	48	"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Friday, December 11, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A. M.

Overcast and cloudy. Light N. N Ely airs. Steady barometer. Light drizzle at end of watch.

L. G. Lurb
Lieutenant U. S. N.

From 4 to 8 A. M.

Cloudy to overcast. Light to gentle breze from N. N E. Ensign R. D. Riddle, left the ship, under orders from the Navy Dept. to report for examination in Washington, D. C.

L. G. Lurb
Lieutenant U. S. N.

From 8 A. M. to Midd.

Cloudy and misty. Light N. N E. breze Mustered at quarters absentees M. A. Bell & R. Beaman, P. G. Barclay, J. P. Bailey, J. G. Bohne, M. A. Esquibel, J. G. Eckstein, F. Heguerin, H. D. K. Eldred, W. C. Kendall, A. O. Donnell, J. M. Pearson, E. Pelot, J. Peterson, J. E. Rhein, M. E. Wright. Exercised apprentice at setting up and infantry. H. Lawrence, A. S. cl. was confined for 5 days by order of Commanding Officer of the Vermont for disrespect to an officer of the ship. Navy Yard workmen engaged on board: Construction Dept. 18 carpenters 12 joiners 14 painters, 4 plumbers, 3 caulkers 3 shipfitters, 1 helper 3 riveters 2 galvanized iron workers 3 blacksmiths 2 laborers. Equipment Dept. 14 riggers. Engineers Dept. 2 machinists, 4 helpers, 1 rigger, 4 boiler makers, 4 helpers, 5 coppersmiths, 3 helpers, 2 pipe fitters.

M. Thelme
Lieutenant U. S. N.

From Midd. to 4 P.M.

Generally fair, misty. Light breze from N. N E. to N. N W. Barometer rising slowly. Navy Yard workmen engaged on board: Construction Dept. 18 carpenters 12 joiners, 14 painters, 4 plumbers, 3 caulkers 3 shipfitters, 1 helper 3 riveters 2 galvanized iron workers 3 blacksmiths 2 laborers. Equipment Dept. 14 riggers Engineers Dept. 2 machinists, 4 helpers, 1 rigger, 4 boiler makers, 4 helpers, 5 coppersmiths 3 helpers 2 pipe fitters Transferred to U. S. S. Newark, at Norfolk, Va., by Old Dominion Line R. P. Terrell App. 2c, & J. White App 2cl. A. M. Jensen App 3 cl, M. L. Reilly App 2 cl. A. B. Jacob, App 2 cl. and to U. S. S. Amphitrite, M. R. Sentell App 2 cl. Received from U. S. S. Cincinnati, John Davis, Boilermaker, E. M. Curtis, Sea, A. Jenkins, Sea, J. Halloran, Lds. H. Valentine, S. Wright, E. A. Pfaff, Bagman, A. Ostacki, Sea, L. Young, Cox, L. Thomas, Lds. W. M. Cain, L. S. 4 cl, A. Mann, Mess atta, R. Kausch, Sea.

M. Thelme
Lieutenant U. S. N.

From 4 to 8 P.M.

Generally clear, misty first part. Light breze to light airs from N. N W. Navy Yard workmen on board till 4.30. At 4.45 inspected ship as per order.

M. Thelme
Lieutenant U. S. N.

From 8 P.M. to Midd.

Clear and pleasant. Light airs from N. N W. and calm.

M. Thelme
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

4—255

LOG of the UNITED STATES Ship Essex Fluid Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches, at 32.	TEMPERATURE. Ther. attd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea
				Compasses	Reward												
A. M.																	
1				SE. by E.	Calm	0			30.42	49	49	48		b.	none	10	
2					"	0			30.42	49	48	48		"	"	10	
3					"	0			30.42	48	48	47		"	"	10	
4					"	0			30.42	48	48	47		"	"	10	
5					"	0			30.42	48	47	46		b.m.	"	10	
6					"	0			30.42	47	45	44		"	"	10	
7				SW.		1			30.43	47	44	43		b.c.f.	Cir.cum.	6	
8					"	1			30.43	47	44	43		"	"	8	
9					"	1			30.42	47	46	43		b.c.m.	"	6	
10					"	2			30.41	48	46	44		"	"	7	
11					"	2			30.39	49	47	46		"	"	4	
Noon.					"	2			30.36	49	47	46		"	"	5	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	SW.	2			30.33	51	50	49		b.o.m.	Cir. cum.	6	
2					"	2			30.30	52	50	49		"	"	4	
3					"	2			30.28	53	52	50		"	"	6	
4					"	2			30.28	53	52	50		"	"	6	
5					"	2			30.27	53	52	49		"	"	5	
6					"	2			30.27	53	52	49		"	"	6	
7					"	2			30.27	53	52	49		b.o.m.	Cumuli	4	
8					"	2			30.27	53	52	49		"	"	6	
9					"	2			30.25	52	51	48		"	"	6	
10					"	2			30.23	51	50	47		"	"	6	
11					"	2			30.19	51	50	47		"	"	6	
Mid.					"	2			30.18	51	50	47		"	"	4	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, December 12, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear. Calm. Barometer steady.

M. Thelma
Lieutenant U.S.N.

From 4 to 8 A.M.
Clear. Calm first part. Light SW. airs last part.

M. Thelma
Lieutenant U.S.N.

From 8 A.M. to Meridn.
Clear to cloudy. Light airs to light breeze from SW. Falling barometer. Observations same as logged in forenoon watch of yesterday. Navy Yard workmen engaged on board as follows:- Construction Dept. 16 carpenters, 8 joiners, 6 plumbers, 3 drillers, 2 shipwrights, 3 shipfitters (inside), 1 helper, 4 blacksmiths, 4 laborers, 2 galvanized iron workers. Engineers Dept. 12 machinists, 4 helpers, 1 rigger, 5 coppersmiths, 3 helpers, 4 boilermakers, 4 helpers, 1 pipe fitter, 1 helper, 1 driller: Equipment Dept. 14 riggers. Transferred to U.S.R.S. Dismal, H. Valentine, Shipwright, with necessary transfer papers.

L. M. Nance
Ensign U.S.N.

From Meridn. to 4 P.M.
Cloudy and pleasant. Light SW'ly breeze. Falling barometer. Navy Yard workmen engaged on board as in forenoon watch. C. Pokrovskiy C.E. R.N. returned from leave. Passed Assistant Surgeon H. B. Bette, U.S.N. was detached from this ship and ordered to his home to await orders. P.A. Surgeon, J.A. Guthrie, U.S.N. reported on board for temporary duty.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M.
Cloudy and hazy. Light SW'ly breeze. Navy Yard workmen engaged on board as in afternoon watch until 4.30. Received from U.S.R.S. Dismal with necessary transfer papers, Clarence O. Fox, Boatswain. J. F. L. Pierce, Pay Clerk.

L. M. Nance
Ensign U.S.N.

From 8 P.M. to Midn.
Hazy and pleasant. Light SW'ly breeze. Falling barometer.

L. M. Nance
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES — Ship Essex — Fluid Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
				Compasses Reward													
A. M.																	
1				P.E. by E.	P.SE.	2			30.17	51	58	47		O.c.m.	cum.stra.	0	
2				"	"	2			30.17	51	58	47		"	"	0	
3				"	"	2			30.14	51	58	47		"	"	0	
4				"	"	2			30.12	51	58	47		"	"	0	
5				"	"	2			30.10	51	58	47		"	"	0	
6				"	"	2			30.09	51	58	47		"	"	0	
7				"	"	2			30.09	58	58	47		"	"	0	
8					S.SW.	2			30.09	50	58	47		"	"	0	
9					"	2			30.08	51	51	48		b.c.m.	"	0	
10					"	2			30.06	51	51	48		"	cir.cum.	0	
11					"	2			30.04	52	51	47		"	"	0	
Noon.					"	2			30.01	52	52	51		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″ ; Longitude by observation ° ′ ″ ; Latitude by D. R. ° ′ ″ ; Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″ ; Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				P.E. by E.	W.SW.	2			29.99	54	53	51		b.m.	nine	10	
2				"	"	2			29.98	53	53	51		"	"	10	
3					Mest,	2			29.95	56	53	53		"	"	10	
4				"	"	2			29.96	56	53	53		"	"	10	
5				"	"	1			29.97	56	53	53		"	"	10	
6				"	"	1			29.98	56	53	53		"	"	10	
7				"	"	1			29.99	56	53	53		b.c.m.	cum.	8	
8				"	"	1			30.00	53	54	53		"	"	4	
9				"	"	1			30.01	53	54	53		"	"	4	
10				"	"	2			30.01	53	54	53		"	"	4	
11				"	"	2			30.02	53	54	53		"	"	4	
Mid.				"	"	2			30.03	53	54	53		"	"	4	

under the command of Commander E. J. Strong, U. S. Navy,

Sunday, December 6, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy and hazy. Light breeze from S.S.E. Falling barometer.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and hazy. Light breeze from S.S.E. to S.S.W. Falling barometer.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Merid.

Pleasant and hazy. Light breeze from S.S.W. Barometer falling. At 9.30 mustered at quarters on board U.S.R.S. Dennett. Same apprentices absent as before logged and P.L. Martin Painter.

J. N. Jordan,
Lieutenant U.S.N.

From Merid. to 4 P.M.

Pleasant and hazy. Light breeze from W.S.W. to West. Barometer falling.

J. N. Jordan.
Lieutenant U.S.N.

From 4 to 8 P.M.

Pleasant and hazy. Light airs to light breeze from West. Barometer falling. At 5.15 mustered at quarters on board the U.S.R.S. Dennett. Same absentees as before logged.

J. N. Jordan,
Lieutenant U.S.N.

From 8 P.M. to Merid.

Fair, pleasant and hazy. Light airs to light breeze from West. Barometer rising slowly.

J. N. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex, Third Rate,

(Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
				Compass Reward													
A. M.																	
1				SE. by E.	W. by N.	3			30.06	54	53	52		b.	none	10	
2					NW.	4			30.10	53	52	50		"	"	10	
3					"	5			30.16	52	51	48		"	"	10	
4					"	4			30.17	50	49	46		"	"	10	
5					"	3			30.19	50	49	46		b.c.m.	c.cum	8	
6					"	3			30.21	49	49	46		"	"	8	
7					"	2			30.26	48	49	46		"	cir.cum	6	
8					"	2			30.30	49	49	46		"	"	6	
9					"	2			30.32	49	49	46		"	"	6	
10					"	2			30.34	49	49	46		"	"	5	
11					"	2			30.34	50	49	46		"	"	4	
Noon.					"	2			30.34	51	49	46		"	"	6	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon :

Distance made good since preceding noon : miles.

Distance by Log since preceding noon : miles.

Current per hour : miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				SE. by E.	West	1			30.33	51	51	47		b.o.w.	cir.cum	7	
2					NE.	1			30.34	52	51	46		"	cir.	7	
3					"	2			30.35	52	51	46		"	"	7	
4					"	2			30.36	51	50	46		"	"	6	
5					E. NE.	2-3			30.39	51	49	46		"	"	6	
6					"	3			30.39	51	49	46		"	"	6	
7					"	2			30.40	51	49	46		"	"	7	
8					"	2-3			30.41	48	48	46		"	"	8	
9					NE. by N.	3			30.41	46	44	42		"	"	8	
10					"	3			30.41	45	42	40		"	"	6	
11					"	3			30.45	44	42	39		"	"	7	
Mid.					"	3			30.45	44	42	39		"	"	8	

under the command of Commander E. T. Strong, U. S. Navy,

Monday, December 14, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant, growing cooler. Gentle to stiff breze from West to N.W. Barometer rising.

J. H. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Pleasant, cool and hazy. Light to gentle breze from N.W. Barometer rising.

J. H. Jordan,
Lieutenant U.S.N.

From 8 A.M. to Midnt.

Fair and cool. Light breze from N.W. At 8, mustered crew and apprentices on board U.S.S. Vermont, absentees as follows: P.L. Horton, Painter, and M.A. Bell, O.R. Beaman, J.E. Barclay, J.P. Barney, J.E. Browne, M.A. Esquibel, J.G. Eckstein, D. Hegewin, H.D.H. Hlund, M.E. Hundl, A.O. Dinnell, J.W. Pearsen, E. Suhr, J. Peterson, O.E. Rheim, and W.E. Wright All Apprentices 3 class. Navy Yard workmen on board as follows:- In Construction Dept. 18 carpenters, 12 joiners, 15 painters, 6 plumbers, 3 blacksmiths, 2 mould sloftsmen and 4 laborers: In Equipment Dept. 14 riggers. In Steam Engineering Dept. 2 boilermakers, 2 helpers, 1 machinist, 2 helpers, 1 rigger, 4 coppersmiths, 2 helpers and 1 driller.

J. E. Luby,
Lieutenant U.S.N.

From Midnt. to 4 P.M.

Clear and cool. Light airs from West at first, then light airs to light breze from N.E. Navy Yard workmen on board as in last watch. J.W. Pearsen, App. 3 class, returned from leave forty four days' overtime. A. Dinnell, O. 1 class was transferred to the U.S.S. Pintas with bag and baggage and necessary transfer papers.

J. E. Luby,
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear to fair and cool. Light to gentle breze from E. N.E. Navy Yard workmen on board same as in last watch until 4.30. J.W. Pearsen, App. 3 class, was placed in confinement on board the U.S.S. Vermont by order of the Commanding Officer of that vessel, to await the action of the Commanding Officer of the Essex.

J. E. Luby,
Lieutenant U.S.N.

From 8 P.M. to Midnt.

Clear and cool. Gentle breze from N.E. by N.

J. E. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses	Reduced				a								
A. M.																	
1				S.E. by E.	N.E.	2			30.45	41	40	37		b.	none	10	
2				"	"	3			30.46	41	40	37		"	"	10	
3				"	"	3			30.46	40	40	37		"	"	10	
4				"	"	2			30.46	40	40	37		"	"	10	
5				"	"	3-4			30.47	37	36	35		b.c.m.	cir.cum.	6	
6				"	"	3			30.48	37	36	35		"	"	4	
7				"	"	3			30.47	37	35	35		"	"	3	
8				"	"	3			30.47	37	35	35		"	"	2	
9				"	N.N.E.	4			30.47	40	36	34		o.c.m.	"	0	
10				"	"	4-5			30.45	40	37	35		"	"	0	
11				"	"	4			30.42	39	38	35		o.c.g.m.	"	0	
Noon.				"	N.E.	4			30.40	39	39	36		"	"	0	

Position at 8 A.M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				S.E. by E.	N.E.	5			30.37	40	39	36		o.c.m.	cum.	0	
2				"	"	5			30.34	41	39	37		"	"	0	
3				"	"	5			30.31	42	39	37		"	"	0	
4				"	"	4			30.27	42	38	37		"	"	0	
5				"	"	4-6			30.24	41	38	35		"	"	0	
6				"	"	4-6			30.24	40	39	37		"	"	0	
7				"	"	4-6			30.24	40	39	36		"	"	0	
8				"	"	4-6			30.18	40	38	36		"	"	0	
9				"	"	4-6			30.17	39	38	36		"	"	0	
10				"	"	4-6			30.15	39	38	36		o.c.m.g.	cumst	0	
11				"	"	5-7			30.12	39	38	36		"	"	0	
Mid.				"	"	5-7			30.11	39	37	35		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday December 15, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cool. Light to gentle breeze from NE.

Lieutenant U.S.N.

From 4 to 8 A.M.

Clear to cloudy and cool. Gentle to moderate breeze from NE.

Lieutenant U.S.N.

From 8 A.M. to Merid.

Onboard and equally. Moderate to fresh breeze from N.NE. to NE. At 8 mustered crew on board U.S.S. Vermont: absentee P.C. Norton, Painter: M.A. Bell, J.R. Brannan, J.P. Barney, J.G. Benner, M.A. Esquibel, J. G. Eckstein, F. Hegewin, L.D. Hibbard, O.L. Kimball, A.O. Dimmitt, E. Pabst, J. Brennan, J.E. Munn, M. E. Wright, all Apprentices 3 class. Navy Yard workmen engaged on board as follows: Engineer Dept. 10 machinists, 1 rigger, 5 helpers, 3 coppersmiths, 2 helpers, 3 boiler makers, 2 helpers, 2 pipe fitters, 2 helpers, 1 driller. Equipment Dept. 14 riggers. Construction Dept. 18 carpenters, 8 joiners, 25 painters, 1 caulker, 2 shipfitters, 2 drillers, 4 laborers. Detailed G. Spengel, O. 1 class, was noted order. Received from yard two topgallant masts.

W.T. Kirkline
Lieutenant U.S.N.

From Merid. to 4 P.M.

Onboard, cold and disagreeable. Fresh to strong NE. breeze. Navy yard workmen engaged on board as follows: Engineer Dept. 10 machinists, 1 rigger, 5 helpers, 3 coppersmiths, 2 helpers, 3 boilermakers, 2 helpers, 2 pipe fitters, 2 helpers, 1 driller: Construction Dept. 18 carpenters, 8 joiners, 25 painters, 1 caulker, 2 shipfitters, 2 drillers, 4 laborers. Sent up topgallant masts. Two rapid fire guns of the battery received on board, one of which was mounted.

W.T. Kirkline
Lieutenant U.S.N.

From 4 to 8 P.M.

Onboard. Moderate to fresh NE. breeze. Navy Yard workmen engaged on board till 4.30 At 4.45 inspected ship as per order.

W.T. Kirkline
Lieutenant U.S.N.

From 8 P.M. to Mids.

Onboard, equally. Evening last three hours. Strong to fresh breeze from NE.

W.T. Kirkline
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock. Navy Yard. New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses	Reduced				a								
A. M.																	
1				S E. by E.	N E.	5·8			30.06	39	37	35		o.c.m.s.q.	nimb	0	
2					"	5·8			30.05	37	37	35		"	"	0	
3					"	5·7			30.04	36	37	35		"	"	0	
4					"	5·7			30.04	36	37	35		"	"	0	
5					"	5·7			30.04	36	32	31		"	"	0	
6					N. N E.	5·8			30.05	35	31	31		"	"	0	
7					North	5·7			30.06	36	31	31		"	"	0	
8					"	5·7			30.06	36	31	31		"	"	0	
9					"	6·8			30.08	36	33	32		"	"	0	
10					"	6·8			30.10	38	36	33		"	"	0	
11					"	5·8			30.10	38	36	34		"	"	0	
Noon.					"	5·7			30.09	38	36	34		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S E by E	North	5·7			30.09	37	34	33		o.c.m.s.q.	nimb	0	
2					"	5·7			30.09	38	35	34		"	"	0	
3					"	5·7			30.09	38	35	34		"	"	0	
4					"	5·7			30.09	38	35	34		"	"	0	
5					N N W.	5·6			30.14	38	36	34		o.c.m.s.	"	0	
6					"	5·6			30.16	38	35	34		"	"	0	
7					North	5·6			30.19	38	35	34		"	"	0	
8					"	5·6			30.20	38	35	34		"	"	0	
9					"	5·6			30.20	38	35	34		"	"	0	
10					"	5·6			30.21	38	34	34		"	"	5	
11					"	5·6			30.21	38	35	34		"	"	7	
Mid.					"	5·6			30.23	38	35	34		"	"	8	

4—255

under the command of Commander E. T. Strong, U. S. Navy,
Wednesday December 16, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, squally, swarming. Strong breeze to moderate gale from NE.

W. Stubbs
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast, squally. Swarming hard. Strong breeze to moderate gale from N.NE. to the North.

W. Stubbs
Lieutenant U. S. N.

From 8 A.M. to Meid.

Overcast and squally. Swarming. Fresh breeze to moderate gales in squalls from North. Barometer nearly steady. Absentees same as yesterday. Navy Yard workmen engaged on board as follows: Constructors Dept. 14 carpenters, 8 joiners, 15 painters, 2 plumbers, 2 shipfitters, 4 laborers. Engineer Dept. 6 machinists, 4 helpers, 3 pipe fitters, 3 helpers, 2 drillers, 2 coppersmiths, 2 helpers, 3 boiler makers, 2 helpers.

L. McN. Hamner
Ensign U. S. N.

From Meid. to 4 P.M.

Overcast and squally. Swarming. Stiff to fresh breeze from North. Steady barometer. Navy Yard workmen engaged on board as in forenoon watch.

L. McN. Hamner
Ensign U. S. N.

From 4 to 8 P.M.

Overcast and squally. Stiff to fresh breeze from N.NW. to North. Rising barometer. Navy Yard workmen engaged on board as in afternoon watch till 4.30.

L. McN. Hamner
Ensign U. S. N.

From 8 P.M. to Meid.

Overcast to cloudy and squally. Stiff to fresh breeze in squalls from North. Rising barometer.

L. McN. Hamner
Ensign U. S. N.

Examined and found to be correct.

John [illegible]
Lieutenant U. S. N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock Navy Yard New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches. a	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Reduced													
A. M.																	
1				PE. by E.	North	5-6			30.28	37	36	34		b. m. g.	none	10	
2				"	"	4-6			30.30	37	35	33		"	"	10	
3				"	"	4-5			30.33	36	35	33		"	"	10	
4				"	N. NE.	4-5			30.35	36	35	33		"	"	10	
5				"	"	4-6			30.38	36	35	33		"	"	10	
6				"	"	4-6			30.40	36	34	33		"	"	10	
7				"	"	4-6			30.42	36	34	33		b. o. m. g.	cumu.	7	
8				"	"	3-4			30.44	36	34	33		b. c. m.	"	7	
9				"	"	3			30.47	36	34	33		"	"	8	
10				"	N. NW.	3			30.50	36	34	33		b. m.	none	10	
11				"	"	3			30.50	38	34	33		"	"	10	
Noon.				"	"	3			30.50	38	34	33		"	"	10	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																		
1				SE. by E.	N. NW.	3			30.49	40	34	33		b. m.	none	10	
2				"	"	3			30.48	42	34	33		"	"	10	
3				"	"	3			30.48	43	34	33		"	"	10	
4				"	"	3			30.50	44	34	33		"	"	10	
5				"	"	3			30.52	44	35	34		"	"	10	
6				"	"	2			30.53	45	35	34		"	"	10	
7				"	"	2			30.54	46	36	35		"	"	10	
8				"	"	2			30.54	47	36	35		"	"	10	
9				"	"	2			30.55	47	36	35		b. c. m.	cir. cum.	4	
10				"	"	2			30.55	45	36	35		o. o. m.	"	0	
11				"	"	1			30.55	45	36	35		"	"	0	
Mid.				"	"	1			30.55	45	36	35		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,
Thursday, December 17, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear and cold. Stiff and moderate breeze to fresh breeze in squalls from North to N.N.E. Rising barometer.

L. M. Hamer
Ensign U.S.N.

From 4 to 8 A.M.
Clear and cold. Moderate to stiff breeze from N.N.E. Rising barometer.
P.L. Morton, Painter returned on board 3 days sentence.

L. M. Hamer
Ensign U.S.N.

From 8 A.M. to Merid.
Pleasant, cold and hazy. Gentle breze from N.N.E. to N.N.W. Barometer rising then steady. Crew at work assisting riggers and general work about ship. The following men from Navy Yard at work in Construction, 14 carpenters, 8 joiners, 12 painters, 2 calkers, 2 plumbers, 2 ship fitters, 2 drillers, 2 Blacksmiths, 3 equipment gangmen, 4 laborers, and 12 men getting battery on board. In Steam Engineering, 9 machinists, 4 helpers, 1 rigger, 2 coppersmiths, 1 helper, 2 pipe fitters, 2 helpers, 2 shipfitters, 3 boiler makers, 2 helpers. At 8 started fires under boiler for heating purposes. Same absentees as before logged.

J. N. Jordan,
Lieutenant U.S.N.

From Merid. to 4 P.M.
Pleasant cold and hazy. Gentle breze from N.N.W. Barometer falling then rising. Same men at work on board in Construction and Steam Engineering and 14 riggers in Equipment. At 3 P.M. the U.S.S. Texas fired a salute of 21 guns in honor of the presentation of a set of colors by the citizens of Marblehead to the ship of that name. Crew at work assisting riggers, etc.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M.
Pleasant, cold and hazy. Light to gentle breze from N.N.W. Barometer rising. Same working at work on board from Navy Yard, until 4.30.

J. N. Jordan,
Lieutenant U.S.N.

From 8 P.M. to Mid.
Fair then cloudy, cold and hazy. Light and to light breze from N.N.W.
Barometer steady.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—955

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock. Navy Yard. New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses	Reduced.				a								
A. M.																	
1				S.E. by E.	N.N.W.	1			30.58	45	35	34		o.c.m.	cir.cum.	0	
2				"	"	1			30.54	45	34	33		b.c.m.	"	2	
3					Calm	0			30.53	44	31	30		"	"	4	
4					"	0			30.52	43	30	30		"	"	6	
5					"	0			30.51	43	30	30		"	"	4	
6					"	0			30.51	43	30	30		"	"	4	
7					"	0			30.50	43	30	30		"	"	2	
8					"	0			30.49	42	30	30		"	"	1	
9					N.W.	0-1			30.44	43	32	31		"	"	1	
10					Variable	0-1			30.38	45	33	32		o.c.m.	cum.	0	
11					"	0-1			30.33	46	34	33		"	"	0	
Noon.					"	0-1			30.28	48	34	33		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	N.W.	1			30.28	50	34	33		b.c.m.	cum.	4	
2					"	1			30.28	50	34	33		"	"	6	
3					"	1			30.24	50	34	33		o.c.m.	cum.cirr.	0	
4					W.	1			30.23	50	34	34		"	"	0	
5					"	1			30.21	48	37	38		"	"	0	
6					S.W.	1			30.19	48	40	38		"	"	0	
7					"	1			30.17	52	40	40		"	"	0	
8					"	1			30.16	52	40	40		"	"	0	
9					W. by S.	2			30.16	52	40	38		o.o.w.d.	"	0	
10					"	3			30.16	52	40	38		b.c.m.	"	4	
11					"	3			30.17	51	38	36		"	"	5	
Mid.					"	2			30.17	51	37	36		"	"	3	

under the command of Commander E. T. Strong, U. S. Navy,

Friday, December 18, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy, hazy first part of watch, clearing and colder latter part. Calm and light airs from N. & W. Barometer falling.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 A.M.

Fair, cold and hazy. Calm. Barometer falling slowly.

J. N. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Midd.

Cloudy to overcast. Calm to light variable airs. Mustered crew and 4 apprentices on board U. S. S. Vermont at 8 o'clock, absentees, M. A. Bell, D. R. Braman, J. P. Barry, P. G. Barclay, J. G. Brown, M. A. Esquibel, J. G. Eckstein, D. Heguvin, N. D. Hibbard, M. E. Hundt, A. O. Durrell, E. Seelt, D. E. Shine, J. Scrennan, M. E. Wright, all Apprentices 3rd Class. Navy Yard workmen on board as follows: In Construction Dept. 14 carpenters, 6 joiners, 6 painters, 2 plumbers, 2 caulkers, 2 shipfitters, 2 drillers and 16 laborers: In Steam Engineering Dept. 9 machinists, 2 blacksmiths, 2 coppersmiths, 1 helper: In Equipment Dept. 14 riggers.

J. C. Luby,
Lieutenant U. S. N.

From Midd. to 4 P.M.

Fair to overcast. Light airs from S.E. and S. Navy Yard workmen on board as in last watch. J. W. Pearson, Appr. 3 class, was discharged from the Naval Service, by order of the Bureau of Navigation, he being an undesirable person for the Naval Service.

J. C. Luby
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast. Light airs from S.E. and S. Navy Yard workmen on board as in last watch until 4.30. While making his inspection of the vessel in accordance with the orders of the Commanding Officer, Lieut. J. C. Luby, slipped at the top of the engine room ladder leading from the gun deck, and fell to the engine room platform, suffering a slight abrasion of the right knee and a considerable contusion. Transferred to the U. S. S. New York, with their bags, hammocks and necessary transfer papers, O. B. Handley, C. Guilford and J. J. Baxter, All Appr's 2 class, and O. P. M. Hutchings Appr. 3 class.

J. C. Luby
Lieutenant U. S. N.

From 8 P.M. to Midd.

Overcast to cloudy, drizzling rain first hour.

J. C. Luby
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

4—953

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches. a.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compasses Removed													
A. M.																	
1				N.E. by E.	West	1			30.19	51	38	36		b.c.m.	cum.	9	
2				"	"	2			30.20	51	38	36		"	"	9	
3				"	"	5-7			30.22	50	37	34		b.q.	none	10	
4				N.N.W. by W.	"	5-7			30.23	50	37	34		b.c.m.q.	cum.	9	
5				"	"	5			30.25	49	37	34		"	"	5	
6				"	"	4-5			30.29	48	37	34		"	"	4	
7				"	"	4-5			30.33	48	36	33		"	"	5	
8				"	"	4-5			30.36	48	36	33		"	"	6	
9				"	"	5			30.38	48	35	32		b.c.m.	"	8	
10				"	"	5			30.40	49	35	32		b.c.	"	9	
11				"	"	4-5			30.40	49	35	32		"	"	9	
Noon.				N. N.W.	N.N.W.	4-5			30.37	50	35	32		"	"	9	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S. S. by E.	W. N. W.	3			30.38	50	37	33		6.	mare	10	
2				"	"	3			30.39	50	37	33		"	"	10	
3				"	"	3			30.40	50	37	33		b.c.	cir. cum.	8	
4				"	"	3			30.41	49	35	32		"	"	9	
5				"	"	3			30.44	48	35	32		"	"	8	
6				"	"	3			30.46	47	35	32		"	cum. str.	4	
7				"	"	4			30.46	47	35	32		"	"	3	
8				"	N. W.	3			30.46	46	33	30		"	cir.	4	
9				"	"	3			30.46	46	31	29		"	"	7	
10				"	"	3			30.46	46	27	25		"	"	8	
11				"	W. N. W.	2			30.45	46	26	25		b.c.m.	cir. cum.	4	
Mid.				"	"	2			30.46	46	26	25		"	"	3	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, December 19, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cool. Light airs from West at first, increasing to fresh breze and becoming squally last half of watch and shifting to N.W. by W.

J. G. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and cool. Moderate to fresh breze from N.W. by W.

J. G. Luby
Lieutenant U.S.N.

From 8 A.M. to Meridian

Clear. Moderate to strong breze from N.N.W. to W.N.W. Observed: Bell & Brannan & Barney, Barclay J.G., Brown J.G., Equipt. M.A. Eckstein J.G., Hegewald J. Hubbard H.D. Hunt W.C. O'Donnell A. Order C. Shinn J.G. Donovan J. and Wright W.E. Transferred to U.S.R.S. Vermont accounts of M. Suzuki (w.aa.) now in hospital. Navy Yard, Brooklyn. Employed on board in Equipt. Dept. 14 Riggers, Construction Dept. 14 Carpenters 8 Joiners, 16 Painters, 2 Plumbers, 2 Ship fitters, 2 Drillers, 12 Laborers 2 Equipment Gallery men. Engr. Dept 10 Machinists, 5 Helpers, 1 Pipe fitter, 1 Helper 2 Coppersmiths 3 Boiler Makers, 1 Pipe coverer, 2 Bell Hangers. Construction Dept mounting battery

M. Hulbert
Lieutenant U.S.N.

From Meridian to 4 p.m.

Clear and pleasant. Fresh W.N.W. breze. Navy Yard workmen employed on board Equipt Dept 4 Riggers. Constr. Dept 14 Carpenters, 8 Joiners 16 Painters 2 Plumbers, 2 Ship fitters, 2 Drillers, 16 Laborers 2 Equipt Gallery men. Engr. Dept. 10 Machinists, 5 Helpers, 1 Pipe fitter, 1 Helper, 2 Coppersmiths, 3 Boilermakers, 1 Pipecoverer 2 Bell Hangers. Transferred to U.S.S. Massachusetts: Snyder J. Starr W. Bryant J.C. Back H. To the U.S.S. Marblehead: Mary W.E. Roberts E.L.P. Spilman R.G.T. Hurst J.J. to U.S.S. Montgomery. Hall F.C. (appointed) Dinghy W.H. Mac Neill J.D. Hyde N.H. appointed 2d class with their bags, hammocks and necessary transfer papers. Constr. Dept. mounting battery and carried away Strong back of 2d cutter in doing so

M. Hulbert
Lieutenant U.S.N.

From 4 to 8 p.m.

Generally fair. Fresh to moderate breze from W.N.W to N.W. Navy Yard workmen engaged onboard until 4.30. At 4 hr made inspection as per order

M. Hulbert
Lieutenant U.S.N.

From 8 p.m. to Midnight

Fair. Misty last part. Fresh to light breze from N.W. to W.N.W.

M. Hulbert
Lieutenant U.S.N.

Examined and found to be correct.

Jahleel Stewart
Lieutenant U.S.N. Navigator

4-955

LOG of the UNITED STATES Ship Essex **Third Rate,**

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. at Vd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				S.E. by E.	W. N. W.	2			30.43	46	26	25		ocsm	cumm.	0	
2				"	"	2			30.43	46	26	25		"	"	0	
3				"	"	1			30.42	46	26	25		"	"	0	
4				"	"	1			30.42	46	26	25		"	"	0	
5				"	"	1			30.41	46	27	25		"	"	0	
6				"	"	1			30.39	46	27	26		"	"	0	
7				"	"	1			30.38	47	26	25		beam	cir.cumm	1	
8				"	"	1			30.37	47	26	25		"	"	6	
9				"	"	1			30.37	45	29	27		b.c.	cir.strat	7	
10				"	"	1			30.36	46	33	29		"	"	8	
11				"	"	1			30.36	47	35	31		"	"	8	
Noon.				"	"	1			30.35	48	35	31		"	"	7	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				S.E. by E.	W. N. W.	2			30.33	48	58	39		b.c. mm.	cir.strat.	6	
2				"	"	1			30.31	49	50	36		"	"	4	
3				"	"	1-2			30.30	50	49	35		"	"	5	
4				"	"	1			30.30	50	45	33		"	"	5	
5				"	"	1			30.29	48	43	32		"	"	4	
6				"	"	1			30.29	48	39	32		"	"	4	
7				"	Variable	0-1			30.29	49	33	29		"	"	8	
8				"	"	1			30.30	49	33	29		"	"	8	
9				"	S.W.	1			30.30	49	32	28		"	"	7	
10				"	"	1			30.30	50	31	28		b.c.f	"	7	
11				"	S.W. by S.	1			30.30	50	30	28		"	"	9	
Mid.				"	"	1			30.30	50	29	28		"	"	8	

under the command of Commander E. T. Strong, U. S. Navy,

Sunday, December 20th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m. Overcast and drizzly. Light breze to light airs from W.N.W. Barometer steady.

M. McClure
Lieutenant U. S. N.

From 4 to 8 a.m. Overcast first part, clearing last part. Light airs from W.N.W. Barometer falling slowly.

M. McClure
Lieutenant U.S.N.

From 8 A.M. to Merid. Clear and cold. Light airs from W.N.W. Barometer falling slowly. Absentees same as yesterday.

L. M.c Namee
Ensign U.S.N.

From Merid. to 4 P.M. Cloudy and hazy. Light breze and light airs from W.N.W. Falling barometer.

L. M.c Namee
Ensign U.S.N.

From 4 to 8 P.M. Cloudy and hazy. Light W.N.Wly and variable airs.

L. M.c Namee
Ensign U.S.N.

From 8 P.M. to Mid. Hazy and foggy. Light airs from S.W. and S.W. by S. Steady barometer. Liberty party returned.

L. M.c Namee
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York, and in Dry Dock.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches. a.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
				Compass Removed													
A. M.																	
1				SE. by E.	SW. by S.	2			30.29	49	27	26		b. c. m.	cum. cirr.	3	
2				"	"	1			30.29	49	26	26		"	"	5	
3				"	"	0-1			30.29	47	25	25		"	"	7	
4				"	"	0-1			30.29	47	25	25		"	"	7	
5				"	"	1			30.28	45	25	24		"	"	4	
6				"	"	1			30.28	44	25	24		"	"	8	
7				"	"	1			30.28	44	25	24		"	"	4	
8				"	"	1			30.29	44	25	24		"	"	5	
9				"	"	0-1			30.28	45	27	26		"	cum.	4	
10				"	"	0-1			30.27	47	29	28		"	"	5	
11				In Dry Dock	"	0-1			30.26	49	31	30		"	"	4	
Noon.					SW.	0-1			30.23	54	36	35		"	"	4	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				In Dry Dock	W. by N.	1			30.33	48	40	39		b. o. m.	cum. strat.	6	
2				"	"	1			30.31	49	40	36		"	"	4	
3				"	"	1			30.30	50	39	35		"	"	5	
4				"	"	1			30.30	50	35	33		"	"	5	
5				"	"	1			30.29	48	33	32		"	"	4	
6				"	"	1			30.29	48	32	32		"	"	7	
7				"	"	1			30.29	49	31	29		"	"	2	
8				"	"	1			30.30	49	31	29		"	"	1	
9				"	"	1			30.30	49	30	28		"	"	2	
10				"	"	1			30.30	50	29	28		"	"	2	
11				"	"	1			30.30	50	29	28		"	"	1	
Mid.				"	"	1			30.30	50	29	28		"	"	1	

under the command of Commander E. T. Strong, U. S. Navy,

Monday December 21, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and hazy. Light breze to light airs from SW by S. Steady barometer.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Hazy and cold. Light airs from SW by S. Dock in mornings and open above and made preparations for going in Dock.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Meridn.

Fair, cold and hazy. Calm and light airs from SW by S. to SW. Barometer falling. At 9.00 let go moorings near stone dry dock and proceeded to dry dock No 2. under tow of Navy Yard tugs. At 10.00 ship resting on keel blocks. The following Navy Yard workmen at work on board in Construction, 12 carpenters, 8 joiners, 16 painters, 4 plumbers, 2 caulkers, 1 ship fitter, 2 dullers, 4 laborers, In Steam Engineering, 9 machinists, 2 helpers, 2 steam fitters, 2 helpers, 2 pipe coverers. Crew at work on rigging and cleaning ships bottom. By order of Commanding Officer the following changes in rating were made. Mr. Keough C.P. to P.2cl. to P.1cl. J. Reilly, C.P. to P.2cl. and J. Reutemann L.S. 4 cl. to L.S. 3 cl. Absentees same as previously logged.

J. N. Jordan
Lieutenant U.S.N.

From Meridn. to 4 P.M.

Fair, cold and hazy. Light airs from W. SW. Barometer falling three tenths. Same men from Navy Yard at work on board. Crew at work on rigging. Received on board from U.S.R.S. Vermont Olaf Johnson, Sea, with bag and baggage and necessary papers. Transferred to the U.S.R.S. Vermont the accounts of K. Suzuki, Mess Attd., now in Hospital at Brooklyn.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair, cold and hazy. Light airs from W. SW. Barometer falling. Same Navy Yard workmen at work on board until 4.30.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midn.

Cloudy and cold. Light airs from W. SW. Barometer steady.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John C. Stewart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex, Third Rate,

In Dry Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	States of the Sea.
A. M.																	
1				In Dry Dock	N.W.	1			30.21	51	33	32		b.	none	10	
2					"	1			30.22	51	31	30		"	"	10	
3					"	1			30.23	52	29	28		"	"	10	
4					"	1			30.24	52	28	27		"	"	10	
5					"	1			30.26	52	28	27		"	"	10	
6					"	1			30.26	52	28	27		"	"	10	
7					"	1			30.26	52	28	27		"	"	10	
8					"	1			30.28	52	28	27		b.c.m.	cum.	8	
9					"	1			30.29	51	27	26		o.c.p.r.	cum.nimb	0	
10					"	0-1			30.31	50	26	26		o.c.a.m.	"	0	
11					"	0-1			30.33	49	26	26		"	"	0	
Noon.					"	0-1			30.32	49	26	26		o.c.m.	"	0	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.				In Dry Dock													
1					N.W.	0-1			30.31	49	29	28		o.c.m.	cum.nimb	0	
2					Variable	0-1			30.30	50	32	31		"	"	0	
3					"	0-1			30.26	52	33	29		"	"	0	
4					N.E. by E.	1			30.26	54	33	29		"	"	0	
5					"	0-1			30.25	54	30	26		"	"	0	
6					"	1			30.25	55	29	27		o.c.m.c.	"	0	
7					"	1			30.23	54	29	27		"	"	0	
8					"	1			30.22	54	29	27		"	"	0	
9					"	1			30.22	54	29	26		"	"	0	
10					E. by E.	1			30.18	53	29	26		"	"	0	
11					"	1			30.18	52	28	25		"	"	0	
Mid.					"	1			30.16	53	28	25		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, December 22, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cold. Light airs from N.W. Barometer rising.

J. N. Jordan
Lieutenant U. S. N.

From 4 to 8 A.M.

Clear and cold first part of watch, clouding over and hazy latter part. Barometer rising.

J. N. Jordan
Lieutenant U. S. N.

From 8 A.M. to Midd.

Overcast and misty with light snow at times. Calm to light airs from N.W. Mustered crew and apprentices on board U. S. F. R. S. Vermont at 8, absent without leave: Mr. A. Bell, J. H. Beaman, S. G. Barclay, J. G. Browne, J. P. Barney, M. A. Esquibel, J. E. Eckstein, J. Hegarty, H. D. Hibbard, H. C. Kundt, A. O'Donnell, E. Seitz, J. E. Shinn, and R. E. Wright, all apprentices 3rd Class. The following Navy Yard workmen were on board, In Construction 12 carpenters, 8 joiners, 19 painters, 1 caulker, 6 plumbers, 4 shipfitters, 1 Equipment gallerymen and 12 laborers. In Steam Engineering Dept. 8 machinists, 2 helpers, 2 pipefitters, 2 helpers, 2 plumbers, 1 helper, 3 boilermakers, 2 helpers, 1 Coppersmith. Paid monthly money to the men.

J. S. Luby
Lieutenant U. S. N.

From Midd. to 4 P.M.

Overcast and misty. Light airs from N.E. and N.W. to calm at end light airs from S.E. by S. Navy Yard workmen as in last watch. Discharged from this ship and the Naval Service, Matt. Anderson B.M. 2 cl, by reason of expiration of his enlistment. Transferred to the U. S. F. R. S. Vermont R. G. Kaweah, Sea, with bag and hammock and necessary transfer papers. W. Laurence A. S. cl, returned from Hospital. H. J. Duffy, B. M. 1 class, left the ship on 4 days leave.

J. S. Luby
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast and misty, commenced to snow about 5 and continued rest of watch. Calm to light airs from S.E. and E.S.E. Navy Yard workmen same as in last watch until 4.30.

J. S. Luby
Lieutenant U. S. N.

From 8 P.M. to Midd.

Overcast and misty, snowing. Light airs from S.E. and E.S.E.

J. S. Luby
Lieutenant U. S. N.

Examined and found to be correct.

Charles Stewart
Lieutenant U. S. N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex Third Rate,

In Dry Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				In Dry Dock.	N.E. by N.	2			30.14	52	28	25		O. C. m. s.	cum. strat.	0	
2					"	1			30.12	52	29	25		"	"	0	
3					"	2			30.10	52	29	25		"	"	0	
4					"	2			30.09	52	29	25		"	"	0	
5					"	2			30.07	52	29	26		"	"	0	
6					"	2			30.06	52	28	26		"	"	0	
7					N. N.E.	2			30.06	51	28	27		"	"	0	
8					"	2			30.07	51	28	27		"	"	0	
9					"	2			30.08	54	28	27		"	"	0	
10					"	2			30.09	56	29	28		"	"	0	
11					"	3			30.11	58	29	28		"	"	0	
Noon.					"	3			30.11	58	29	28		O. C. m.	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				In Dry Dock	N. N.E.	2			30.12	56	27	26		O. C. m.	cum. strat.	0	
2					"	2			30.14	54	26	25		"	"	0	
3					"	2			30.19	53	26	25		O. C. m. s.	"	0	
4					"	2			30.21	53	25	24		"	"	0	
5					"	3			30.26	55	25	24		"	"	0	
6					"	3			30.30	55	25	24		"	"	0	
7					"	3-5			30.35	55	25	24		"	"	0	
8					"	3-5			30.38	55	25	24		"	"	0	
9					North	3-5			30.41	56	20	19		O. C. m.	"	0	
10					"	4-5			30.44	57	17	16		"	"	0	
11					N. N.W.	4-6			30.45	57	16	15		b. O. m.	cum.	6	
Mid.					N.W.	4-6			30.46	58	14	13		b.	nimbi	10	

under the command of Commander E. T. Strong, U. S. Navy,
Wednesday December 23, 1896.

List of Stores Received.

Received to 4 P.M.

Navigation Stores

2	Steering Binnacles and Pedestals
1	Telemeter, Lowry
1	Comparing Watch
3	Sextants
2	Octants
1	" Night
1	Spy Glass
1	Registering Taffrail Log
1	Deep Sea Reel
1	Depth Recorder
2	Deck blocks
1	Azimuth Circle
1	Pelorus and stand
1	Standard Binnacle
1	Pr. Parallel Rulers 18"
2	Log Chips
1	Log Line (common) 21 Lbs
1	" " (Bliss)
50	fms Coasting Line
2	Nine Glasses 14 sec

Equipment Stores

1	Glass, Madeira
1	" Sherry
1	" Claret
2	Salt cellars
5	Sugar Bowls
2	Decanters
8	Tumblers

Plated Ware

2	Sugar Bowls
1	Castor
1	Crumb scraper
1	Butter dish
2	Baking "
2	" " linings
1	Vegetable "
12	Table Forks
1	Ice Pitcher
1	Cream "
1	Tea Pot
12	Table spoons
1	Waiters Tray 12"

light breeze

Lieutenant U.S.N.

Lieutenant U.S.N.

Absentees C. Bernhardt, bl. J. K. Eastern, E. Knight. Received rations in plated cream pitcher, 1 sugar 10 painters, 2 ship fitters helpers, 2 steam fitters, of ours and in

Lieutenant U.S.N.

known employed on ubrie, 1 laborer. In ine, 2 helpers, 3 copper the following Navigation granted leave until

Lieutenant U.S.N.

Navy Yard workmen ked in Engineer Dept.

Lieutenant U.S.N.

North to 8 P.M.

Lieutenant U.S.N.

Barometer rising cloudy and temperature falling.

Examined and found to be correct.

Lieutenant U.S.N. Navigator

4—955

under the , U. S. Navy,
, 1896 .

Commenced and until 4 A.M.

Overcast and misty with snow. Light airs to light breze from Nd and Ed.

J. S. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast and misty with snow. Light breze from Nd. and Ed.

J. S. Luby
Lieutenant U.S.N.

From 8 A.M. to Merid.

Overcast and snowing. Light to gentle breze from N.NE. Absentees H. Benhardt, Ldr. and M. A. Bell P.R. Brannan, T.P. Bandy, F.G. Barclay, J.G. Bronne, M.A. Esquibel, J.K. Eckstein, F. Hegewin, H.D. Hibbard, O.C. Kindt, A.O. Donnell, E. Peck, J.E. Shinn, J. Freeman, O.E. Wright. Received in Equipment, working utensils for cabin and ward room messes and the following articles in related ware for the Ward Room Mess: 1 butter dish, 4 table knives 12 dessert knives, 3 nut crackers, 1 cream pitcher, 1 sugar bowl. Navy Yard workmen employed as board in Construction Dept: 12 carpenters, 8 joiners, 10 painters, 2 shipfitters 1 driller, 8 plumbers, 1 laborer; in Engineer Dept. 3 carpenters, 3 plumbers 9 machinists, 2 helpers, 2 steam fitters, 3 boiler makers, 2 helpers, 3 coppersmiths, 1 pipes corner. Crew engaged in cleaning decks of snow and in breaking grass from bottom. Lieut. J.W. Stewart, unit on leave until Monday next.

M. O'Beirne
Lieutenant U.S.N.

From Merid. to 4 P.M.

Overcast, snowing last part. Light N.NE. breze. Navy Yard workmen employed on board in Construction Dept. 12 carpenters, 8 joiners, 10 painters, 2 shipfitters, 1 driller, 2 plumbers, 1 laborer. In Engineer Dept. 3 carpenters, 3 plumbers, 9 machinists, 2 helpers, 2 steam fitters, 3 boiler makers, 2 helpers, 3 coppersmiths, 1 pipes corner. Received in Equipment Dept. for cabin mess outfit (see list) and the following Quarantine stores (see list) Matth. Anderson, enlisted for 3 years general service as B.M. 2 cl. and was granted leave until Monday next.

M. O'Beirne
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast and snowing. Gentle to fresh breze in squalls from N.NE. Navy Yard workmen employed on board until 4.30, with exception of 3 carpenters and 3 plumbers, who worked in Engineer Dept. until 6.30. At 4.31 inspected ship as per order.

M. O'Beirne
Lieutenant U.S.N.

From 8 P.M. to Merid.

Overcast first part, clear last part. Gentle to fresh breze from North to NW. Barometer rising, cloudy and temperature falling.

M. O'Beirne
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Thud Rate,

In Dry Dock, Navy Yard, New York

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whole.	State of the Sea.
A. M.																	
1				In Dry Dock	N.W.	4-6			30.47	56	14	13		b.	none	10	
2					"	4-6			30.49	55	14	13		"	"	10	
3					"	4-6			30.58	55	14	13		"	"	10	
4					"	4-6			30.55	56	14	13		"	"	10	
5					"	3-5			30.56	54	11	10		"	"	10	
6					"	3-5			30.58	54	9	8		"	"	10	
7					"	3-5			30.60	53	10	9		b. m.	"	10	
8					"	3-5			30.62	53	10	9		"	"	10	
9					North	4			30.64	52	12	11		"	"	10	
10					"	3-4			30.66	51	14	14		"	"	10	
11					N.N.W.	4			30.66	51	18	17		"	"	10	
Noon.					N.W.	3-4			30.66	52	21	20		"	"	10	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Whole.	State of the Sea.
P. M.																	
1				In Dry Dock	N.N.W.	3			30.67	49	22	21		b. m	none	10	
2					"	3			30.67	49	24	22		"	"	10	
3				W. by S.	"	4			30.67	44	24	22		"	"	10	
4					"	3			30.70	42	23	22		"	"	10	
5					"	4-5			30.71	44	23	22		b. q.	"	10	
6					"	4-5			30.73	46	20	19		"	"	10	
7					"	6-8			30.74	46	16	14		"	"	10	
8					"	6-8			30.76	46	12	12		"	"	10	
9					"	6-8			30.76	46	10	10		"	"	10	
10					"	6-8			30.77	45	9	9		"	"	10	
11					"	6-7			30.77	44	9	9		"	"	10	
Mid.					"	6-7			30.77	44	9	9		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, December 24, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cold. Moderate to fresh breze from N.W. in squalls. Barometer rising.

W. Hulme
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cold. Gentle to stiff breze from N.W. Barometer steady.

W. Hulme
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear and cold. Moderate breze from North to N.W. Abreuttes same as yesterday. Navy Yard workmen engaged on board as follows: Construction Dept. 10 carpenters: 8 joiners: 10 painters 4 plumbers 2 shipfitters: 1 driller: 1 Cabinet Engineers Dept. 9 machinists, 2 helpers, 2 pipe coverers: 2 steam fitters: 2 helpers: 1 coppersmith: 1 helper: 3 boiler makers: 2 helpers: Received in Equipment Dept, 1 cabin outfit of crockery ware.

L. McNamee
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and cold. Gentle to stiff breze from N.N.W. At 1.30 flooded dry dock and at 2.30 came out of dock and in tow of tugs went around the Ordnance Docks and moored at 3.20. Navy Yard workmen engaged on board as in forenoon watch.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Clear and cold. Moderate to fresh breze to moderate gales in squalls. Rising barometer. Navy Yard workmen engaged on board till 4.30. as in afternoon watch. Chief Eng. Story Potts and J.A. Brink, U.S.N. rel. Lieft the ship on 4 days leave.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Merid.

Clear and cold. Breeb breze to moderate gales in squalls. Steady barometer.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Ordnance Dock, Navy Yard, New York.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				W. by S.	N. N W.	4			30.77	44	9	9		b. m.	nime	10	
2					"	4			30.78	45	10	10		"	"	10	
3					"	3			30.79	45	14	11		b. c. m.	cir. cum	8	
4					N W.	3			30.80	45	16	13		"	"	7	
5					W. N W.	2-3			30.81	45	17	15		"	"	7	
6					"	2			30.82	45	17	17		"	-	6	
7					West	2			30.83	45	19	19		"	"	7	
8					"	2			30.83	46	21	21		"	-	8	
9					"	2			30.84	47	26	25		"	cum. strat	8	
10					"	2			30.83	50	26	26		"	"	8	
11					"	2			30.81	52	27	27		"	"	9	
Noon.					North.	3-4			30.80	52	31	30		"	"	9	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				W. by S.	North	2			30.77	53	31	31		b. c. m.	cum. strat	8	
2					"	2			30.77	53	31	31		"	"	7	
3					"	1			30.77	54	31	31		"	"	7	
4					"	1			30.77	55	31	31		"	"	8	
5					West.	1			30.78	56	31	30		"	"	9	
6					"	2			30.78	56	29	28		b. m.	nime	10	
7					"	2			30.78	57	28	27		"	"	10	
8					"	2			30.76	57	26	26		"	"	10	
9					"	2			30.73	57	26	26		"	"	10	
10					"	2			30.73	54	26	26		"	"	10	
11					"	2			30.73	58	21	20		"	"	10	
Mid.					"	3			30.73	47	20	19		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Friday, December 28, 1866.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cold. Moderate to gentle breze from N.NW. to NW. Rising barometer.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Clear and cold. Gentle to light breze from NW. to West. Rising barometer.

L. McNamee
Ensign U.S.N.

From 8 A.M. to Merid.

Clear mirkad, cold and smoky around horizon. Light breze from West to North. Barometer falling. Rescued chain opening on port quarter and got forward upon chain into normal position. Observations same as yesterday.

J. N. Jordan
Lieutenant U.S.N.

From Merid. to 4 P.M.

Clear mirkad, cold, smoky around horizon. Light airs to light breze from North. Barometer steady.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear mirkad, smoky around horizon, cold. Light breze from West. Barometer nearly steady. H. Benbridge, Lde, returned on board 59 hours overtime.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Meid.

Clear mirkad, smoky around horizon, cold. Light to gentle breze from West. Barometer falling then steady.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-205

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Ordnance Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	States of the Sea.
A. M.																	
1				W. by S.	West	3			30.70	47	21	20		b.c.mw.	cir.cum.	9	
2					"	3			30.69	46	22	21		"	"	7	
3					"	3			30.67	45	23	22		"	"	5	
4					"	3			30.66	44	24	23		"	"	3	
5					"	3			30.65	44	24	23		"	"	2	
6					"	3			30.64	44	24	23		"	"	2	
7					"	3			30.63	44	24	23		"	"	2	
8					"	3			30.66	44	24	23		"	"	4	
9					"	3			30.60	42	24	23		"	cum.	3	
10					"	3			30.61	40	25	24		"	"	3	
11					"	3-4			30.66	39	29	28		"	"	1	
Noon.					"	3-4			30.57	40	30	29		"	"	2	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water Received during the preceding 24 hours, 2900 "

Water remaining on hand fit for use at noon, 2900 "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	States of the Sea.
P. M.																	
1				W. by S.	West	3			30.57	41	33	32		b.c.mw.	cum.	4	
2					"	3			30.57	41	34	33		"	"	3	
3					"	3			30.55	43	34	33		"	"	3	
4					"	3			30.55	42	34	33		o.cw.	cum.nim.	0	
5					W. N. W.	3-4			30.56	49	33	33		"	"	0	
6					"	3-4			30.58	48	33	33		b.cw.	cum.	3	
7					"	3			30.59	47	33	33		"	"	3	
8					West	2-3			30.62	47	33	33		o.cw.	"	0	
9					"	2-3			30.63	47	33	33		b.cw.	"	4	
10					W. N. W.	2-3			30.65	52	34	33		b.	mw.	10	
11					N. W.	2-6			30.67	51	34	33		b.cg.	cum.	7	
Mid.					"	3			30.69	52	34	33		b.	mw.	10	

4—955

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, December 26, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair and hazy. Cold. Gentle breze from West. Barometer falling.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and hazy cold. Gentle breze from West. Barometer falling. Ch. Gatz, Sea. and J. J. Mooney, B.M. 2d. absent without leave.

J. N. Jordan,
Lieutenant U.S.N.

From 8 a.m. to Meridian

Cloudy and cold. Gentle to moderate breze from West Mustered crew and apprentices on board U.S.R.S. Vermont. Apprentices: M. A. Bell, F. R. Brama, P. J. Barry, J. G. Barday, J. E. Brown, M. A. Esquibre, J. E. Eckstein, F. Hegewin, H. A. Hibbard, Ed. C. Krundle, C. E. Donnell, E. Erbe, F. Klein, J. Sonnaw, W. E. Wright and Coan, all apprentices 3d class. and J. J. Mooney (B.M. 2d.) and Wm. Gartz (Sea.) Navy Yard workmen on board as follows, in Engr. Dept. 6 Carpenters, 1 Joiner, 16 Painters, 2 Plumbers, 1 Caulker and 2 Blockmakers in Steam Eng. Dept. 8 Machinists, 3 helpers, 3 boiler makers & 2 helpers, 5 painters and 2 pipe coverers.

J. B. Luby
Lieutenant U.S.N.

From Meridian to 4 p.m.

Cloudy and cold. Gentle breze from West. Navy Yard workmen on board as in last watch. Rec'd in Ordnance Dept. 10.000 revolver cartridges cal. 38 (ball) and 10.000 ball cartridges cal. 0.236. Rec'd from the U.S.R.S. Vermont. John Griffin (Sea) G. Subold (C.T.) and Jos Wilder (C.P.) with their bags, hammocks and necessary transfer papers.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 p.m.

Overcast to cloudy and cold. Light to moderate breze from West to W.N.W. Navy Yard workmen on board as in last watch until 6.30.

J. B. Luby
Lieutenant U.S.N.

From 8 p.m. to Midnight

Cloudy to clear squally third hour. Light to fresh breze from West, W.N.W. and N.W.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—205

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Ordnance Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				W by S	N.W.	4-5			30.72	51	33	32		b.mq.	-	10	
2				"	"	3-4			30.76	51	30	29		"	-	10	
3				"	N.N.W.	3-4			30.79	48	29	28		"	-	10	
4				"	"	3			30.82	46	26	26		beau	cir.cum.	5	
5				"	N.N.E.	3			30.85	46	24	24		"	"	4	
6				"	"	3			30.90	46	22	21		"	"	4	
7				"	E.N.E.	2			30.96	46	19	18		"	"	3	
8				"	"	3			31.00	47	19	18		"	"	4	
9				"	"	4			31.09	49	17	16		"	"	5	
10				"	"	4			31.08	49	17	16		"	"	5	
11				"	"	3-4			30.07	50	18	17		"	"	6	
Noon.				"	"	3-4			30.06	50	19	18		"	"	6	

Position at 8 A. M.: Latitude by ° ' "
Longitude by ° ' "

Position at noon: Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				W. by S.	E.N.E.	3-4			31.06	50	22	21		b.c.m.	cir.cum	9	
2				"	"	3			31.09	52	26	25		b.m.	more.	10	
3				"	"	3			31.12	50	23	23		"	"	10	
4				"	"	3			31.14	49	22	22		"	"	10	
5				"	"	3			31.16	49	22	22		"	"	10	
6				"	"	2			31.20	48	22	22		"	"	10	
7				"	"	2			31.20	48	18	18		"	"	10	
8				"	"	2			31.23	48	18	18		"	"	10	
9				"	"	1			31.23	48	17	17		"	"	10	
10				"	"	1			31.23	47	16	16		"	"	10	
11				"	"	1			31.23	47	15	15		"	"	10	
Mid.				"	"	1			31.23	46	15	15		"	"	10	

under the command of Commander E. J. Strong, U. S. Navy,

Sunday, December 27, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commences and until 4 a.m. Clear and squally until 3. Then partly cloudy. Gentle to stiff breze from N'd and W'd.

J. S. Luby
Lieutenant U.S.N.

From 4 to 8 a.m. Cloudy and cold. Gentle to light breze from N.W. to E.N.E.

J. S. Luby
Lieutenant U.S.N.

From 8 A.M. to Merid. Fair. Gentle to moderate E.N.E. breze. Barometer abnormally high and rising reading 31.06 at noon. At 9 a.m. crew mustered at quarters on board the U.S.F.V. Vermont: Absentees, Pvt. A. Hall, D.R. Bearow, J.P. Barney, F.H. Barclay, J.G. Brown, A. Crow, M.A. Esquibel, J.G. Eckstein, F.H. Egerow, H.D. Hilliard, W.C. Kimball, O. Donnell, E. Peck, F.E. Shinn, J. Scrivner, W.E. Wright, R.R. Rose, Appentices, and J.J. Mooney, B.M. 2cl and W. Gartz, Ldr.

M. M. Hulme
Lieutenant U.S.N.

From Merid. to 4 P.M. Clear. Gentle to moderate E.N.E. breze. Barometer still rising 31.14 at 4. Mercurial barometer at same time 30.97.

M. M. Hulme
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and cold. Gentle to light E.N.E. breze. Aneroid barometer reading off scale, about 31.23, Mercurial barometer 31.08 at 8.

M. M. Hulme
Lieutenant U.S.N.

From 8 P.M. to Mid. Clear and cold. Light E.N.E. airs. Barometer steady, Aneroid 31.23, Mercurial 31.09.

M. M. Hulme
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea
A. M.																	
1				N. by E.	E. SE.	1			31.20	45	15	15		b.	none	10	
2				"	"	2			31.20	45	14	14		"	"	10	
3				"	"	2			31.20	45	10	10		"	"	10	
4				"	"	2			31.23	46	10	10		"	"	10	
5				"	E. NE.	2			31.23	46	11	11		b.c.m.	cir.	8	
6				"	"	1			31.23	46	10	10		"	"	9	
7				"	"	1			31.23	45	10	10		b.c.f.	"	9	
8				"	"	1			31.23	44	10	10		"	cir.cum.	8	
9				"	"	0-1			31.23	42	16	16		b.c.m	cum.strat.	8	
10				"	"	0-1			31.23	42	24	24		"	"	8	
11				calm		0			30.21	42	26	26		"	"	9	
Noon.				N. by E.		0-1			30.18	42	30	30		b.m.	none	10	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: . miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				N. by E.	N. by E.	2			31.15	41	32	32		b.m.	none	10	
2				"	"	2			31.13	40	32	32		"	"	10	
3				"	"	2			31.11	40	32	32		"	"	10	
4				"	"	2			31.10	39	32	32		b.c.m.	cir.cum.	6	
5				"	"	2			31.10	38	32	32		"	"	6	
6				"	"	2			31.09	40	32	32		"	"	8	
7				"	"	2			31.06	43	32	32		"	"	9	
8				"	"	2			31.05	43	30	30		"	"	8	
9				"	"	2			31.04	44	28	28		"	"	9	
10				"	"	2			31.03	44	26	26		"	"	9	
11				"	"	2			31.01	44	26	26		"	"	8	
Mid.				"	"	2			30.99	42	27	27		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,
Monday December 28th, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Clear and cold. Light airs to light breeze from E.S.E. Barometer steady at 31.09.

M. McClure
Lieutenant U.S.N.

From 4 to 8 A.M. Clear first part, light fog last part. Light airs to light breeze from E.N.E. Mercurial barometer falling slowly.

M. McClure
Lieutenant U.S.N.

From 8 A.M. to Midd. Clear and cold. Calm to light airs from E.N.E. to W. by S. J. J. Money, B.M. 2d. Ch. Gasty, Lea, and A. Crow, A.B.'s, returned to the ship, 49, 50 and 56 hours' overtime respectively. Other absentees same as yesterday. Navy Yard workmen engaged on board as follows: Construction Dept. 12 painters, 1 plumber, 1 joiner: Equipment Dept. 7 calkers: Engineer Dept. 10 machinists, 2 helpers, 2 pipe fitters, 2 helpers, 2 pipe coverers, 2 coppersmiths, 2 helpers. Chief Eng. Stacey Potter, U.S.N. Lieut. J. Stuart U.S.N. and N. E. Rivers, Asst Paymr. U.S.N. J. J. Brown, B.M. 1 Clerk, H. J. Duffy, B.M. 1 Clerk and Matt Anderson, B.M. 2 Clerks, returned from leave. Received in Equip. Dept. evening report for Quarter at Navy Yard, 3 Hospital Dick Messes and ships cooks. Transferred to U.S.N.H. Yerwood, 2d A. Paymaster, boat Power by order of Supply Officer.

L. M. Nance
Ensign U.S.N.

From Midd. to 4 P.M. Clear and cold. Light breeze from W. by S. Falling barometer. Navy Yard workmen engaged on board as in forenoon watch, except those employed in Equip. Dept. Received in Navigation Dept. 2 M.S. Ensigns #5, 1 M.S. Ensign #6, 2 #7, 2 #10, 2 #8, 1 Quartermaster #4, 1 #5, 1 #6, 1 Mainmast #4, 1 Cabin Boy expelled #6, 1 Steward Recalled, 53 lb. Signal Halliards Stuff, 1 French Ensign, 1 Russian Ensign, 1 British Ensign, 1 Spanish Ensign, 1 Austrian Ensign, 1 Belgian Ensign, 1 Swedish Ensign, 1 Norwegian Ensign Received in Equip. Dept. 1 Barb Oar, 190 Hard bags, 50 white bags, 12 mast buckles, 150 cotton bunnocks, 100 yards old canvas, 10 lb. cotton twine, 5 lb. cotton twine, 7 field, 87 lb. 1½" manilla rope, 488 lb. 2", 353 lb. 2½", 450 lb. 3½", 257 lb. 2¾", 236 lb. 3", 55 lb. cod line, 10 lb. sewing twine, 25 lb. white line, 2 paper, sail needles, 12 roping needles, 4 canvas knittles, 20 chain hooks, 20 bars plate powder, 1 side rigging leather, 43 cap slip plates, 48 capstan spindles, 12 capstan rings. Ensign R. D. Tisdale U.S.N. returned from leave.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M. Clear and cold. Light breeze from W. by S. Falling barometer. The crew of the Essex was transferred from the Vermont to their own ship for quarters and rations. Liberty party on shore. Navy Yard workmen employed on board as in forenoon watch, till 4.30.

L. M. Nance
Ensign U.S.N.

From 8 P.M. to Midd. Clear and cold. Light breeze from W. by S. Falling barometer.

L. M. Nance
Ensign U.S.N.

Examined and found to be correct.

John W. Stuart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				W by S.	W by S.	2			30.97	42	26	26		b. m.	none	10	
2					"	2			30.95	42	25	25		"	"	10	
3					"	1			30.93	41	24	24		"	"	10	
4					"	1-2			30.92	41	24	24		"	"	10	
5					"	1			30.91	40	23	23		"	"	10	
6					"	1			30.91	40	23	23		"	"	10	
7					"	2			30.89	42	24	24		b. c. m.	cir. strat	6	
8					"	2			30.89	43	25	25		"	"	6	
9					"	2			30.88	46	28	28		"	"	5	
10					"	2			30.87	48	31	31		"	"	4	
11					"	3			30.83	49	34	33		"	"	4	
Noon.					West	3			30.77	51	35	34		"	"	4	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				W. by S.	West	2			30.74	53	35	34		b. c. m.	cum. strat	2	
2					"	2			30.73	54	37	37		"	"	2	
3					"	3			30.72	55	37	35		o. c. m.	"	0	
4					W. by S.	3			30.71	52	37	35		"	cir. cum	0	
5					"	3			30.71	52	37	35		"	"	0	
6					"	3			30.71	50	37	35		"	"	0	
7					"	2			30.71	49	36	34		"	"	0	
8					"	2			30.71	49	36	34		"	"	0	
9					"	2			30.72	50	36	34		"	"	0	
10					"	3			30.73	50	36	34		"	"	0	
11					"	3			30.74	50	36	34		"	"	0	
Mid.					"	3			30.73	51	36	34		"	"	0	

under the command of Commander E. J. Strong, U. S. Navy,
Tuesday December 29, 1896.

Stores received in Pay Department

3600	lbs. Pork	50	Undershirts
1200	" Salt Beef	100	prs Drawers
4	bbls Vinegar	141½	yds Flannel Cloth.
3	" Molasses.	72	" Cap Cloth.
800	lbs Rice.	556	" Flannel
2100	" Corned Beef.	200	Watch Caps.
1058	" Roast Beef.	125	Jerseys.
648	" Butter.	100	prs Socks
1008	" Mutton.	20	Overcoats
511½	" Sausage	100	White Jumpers
1152	" Ham	100	" Trousers
1000	" Bread.	336	Jack Knives
3701	" Sugar	432	Spools Silk
5978	" Flour	240	ds Small Rubber Buttons
1700	" Coffee	2½	" Large " "
126	gall Beans	506	Cap Ribbons
5-13	lbs Tomatoes	100	Fine Combs
181	" Tea	189	Cotton Hand Kerchiefs
300	" Apples	12	Cap Device Buttons
140	" Raisins.	30	Cloth Caps.
268	" Cocoa	2	P.O. Cloth Caps
39	boxes Vegetables	6	" White Caps
6000	lbs Soap	4	Mess Kettles.
1200	" Tobacco	150	prs Shoes
600	" Candles	52	Rating Badges.
100	Agate bowls	6	P.O. Shirts.
100	" Cups		
25	prs Rubber Boots.		
25	" Cloth Drawers		
150	Working jumpers		
200	" Drawers		

Overcast, cloudy and hazy. Light to gentle breze from W. by S. Barometer rising, then falling.

J. N. Jordan
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator

4-865

under th[illegible], U. S. Navy,

, 1896.

Commenced and until 4 A.M.

Clear and cold. Light breze to light airs from W. by S. Falling barometer.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M.

Clear to cloudy. Light airs to light breze from W. by S. Falling barometer. Fuel working party up in the yard at 7.45. Liberty party returned

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Merid.

Fair, hazy and cold. Light to gentle breze from W. by S to West. Barometer falling. Crew at work getting stores and outfit on board, using tug Nina to transport stores in Dept. Supplies and Accounts. The following crew at work on board from Navy Yard in Steam Engineering, 4 machinists 2 helpers, 3 boiler makers, 1 helper, 2 pipe fitters and 2 pipe coverers. In Equipment 2 men on hammock cloths. In Construction one painter. Received on board the following stores, in Equipment 1 gross manhattan lamplights, 5 Lbs Spun wicks: 12 burners H. Lanterns D. 36 L.D. chimneys, 24 H.L. globes, 12 D.D. globes 6 D.D. lanterns, 12 hand lanterns 5 Lbs tallow in 1 lb tins, 1 tape line linen 3¾ Lbs kerosene, 10 Lbs polishing paste, 10 Lbs oil bgs, 400 gallons lard oil, 1 case books for crew's library, 1 set repeating ✻ 3 set, 1 signal ✻ 1 of No 2 set, 10 yds white bunting 19", 10 yds white bunting 4½", 10 yds red bunting 4½", 5 yds Blue bunting 4½", 5 Lb camphor, 8 standing lights covered, 492 Lbs 4" manilla rope, 616 Lbs 4½" manilla rope, 5 gallons Coal tar, 10 gallons American tar, 1 gross brass grommets, 200 Lbs. junk, 6 tar buckets, 8 & yds ✻ 5 flax canvas, 8½ yds ✻ 6 flax canvas, 96 yds enamelled cloth 4 covers mats, 60 bath brick, 6 dust pans, 100 Lbs tupolene, 12 fishing leads, 100 fishing hooks, 1 gross iron rings 4½" 1 gross safety snaphooks, 18 Lbs Peterman Rock cod, 100 coir buckets, 72 corn brooms, 1 side lacing leather, 20 gallons Asphaltum, 25 Lbs Albany grease, 15 Lbs. kerosene. Absentees same as yesterday.

J. N. Jordan
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair, then cloudy and hazy. Light to gentle breze from West to W. by S. Barometer falling. Crew at work storing stores and getting stores and outfit in Ordnance Dept that had been stored in Navy Yard, on board. Received on board A. E. Krieg (Sea) W. J. Bow (Sea) and H. Jones (C.P) with bags and hammocks and necessary papers. One junior in Construction Dept. Navy Yard at work on board. Transferred the accounts of Pvt Morris B. Mc 2 cl. and C. Lind Boy, to the U.S.R.S. Wabash by order of the Bureau of Navigation.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast, cloudy and hazy. Light to gentle breze from West to W. by S. Barometer steady. Crew at work striking stores below until 4.30.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Merid.

Overcast, cloudy and hazy. Light to gentle breze from W. by S. Barometer rising, then falling.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stuart
Lieutenant U.S.N. Navigator

4—865

LOG of the UNITED STATES Ship Essex. Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				W. by S.	West	2			30.72	50	36	34		0.0.mv.	Cumv.	0	
2				"	"	2			30.72	50	36	34		"	"	0	
3				"	"	3			30.72	50	37	36		"	"	0	
4				"	"	3			30.71	50	37	36		"	"	0	
5				"	"	2			30.70	54	37	36		"	"	0	
6				"	"	2			30.69	57	37	36		"	"	0	
7				"	"	2			30.69	57	37	36		"	"	0	
8				"	S.W.	1			30.69	51	38	37		0.c.f.	"	0	
9				"	"	1			30.67	61	39	38		0.c.mv.	"	0	
10				"	"	0-1			30.65	61	39	38		"	"	0	
11				"	"	0-1			30.64	61	40	39		"	"	0	
Noon.				"	"	1			30.62	61	40	39		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				W. by S.	W.S.W.	1			30.57	60	40	39		0.c.mv.	cum.cumul.	0	
2				"	"	2			30.57	58	43	42		"	"	0	
3				"	"	2			30.57	58	43	42		b.o.mv.	cir.cumul.	3	
4				"	"	2			30.56	58	42	41		"	"	3	
5				"	"	2			30.56	57	42	41		"	"	6	
6				"	"	2			30.53	57	43	42		b.mv.	more	10	
7				"	"	2			30.53	57	43	42		"	"	10	
8				"	"	3			30.53	57	43	42		"	"	10	
9				"	"	3			30.53	57	41	40		b.o.mv.	cir.stratus	6	
10				"	"	2			30.55	57	41	40		"	"	6	
11				"	"	2			30.54	57	40	39		"	"	8	
Mid.				"	"	2			30.54	57	40	39		b.mv.	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday, December 30, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast cloudy and hazy. Light to gentle breze from West. Barometer steady then fallnig

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast cloudy, hazy and foggy Light airs to light breze from West to N.W. Barometer falling then steady

J. W. Jordan
Lieutenant U.S.N.

From 8 A.M. to Noon.

Overcast and misty. Calm to light airs from N.W. The following Appris 3 class were absent without leave: Bell M.A. Beaman, O.R. Bailey D.P., Barclay F.G. Browne H.J. Caufield M.A. Eckstein J.G. Ferguson E. Hilliard H.D. Kundt M.C.O'Donnell A. Peik, E. Rhine D.E. Sceeman J. Wright M.E. and Rae, M.R. Sent working party to Navy Yard to load stone and sails on tug Chankita the tug came to Ordnance Dock at 11.50. Navy Yard workmen on board as follows: In Constructive Dept. 2 carpenters 6 joiners In Equipment Dept. 3 sailmakers: in Steam Engineering 5 machinists, 1 helper, 2 pattern makers, 1 pipe fitter, 1 helper 5 boiler makers, 3 helpers.

J. G. Luby
Lieutenant U.S.N.

From Noon to 4 P.M.

Overcast to cloudy and misty. Light airs to light breze from N.W. At 1, discharged tug and continued transferring material belonging to this vessel from the storehouse to the Essex. Turned into store 20 half barrels flour and 21 boxes of bread. Sent flying jib, jib and spanker. Navy Yard workmen same as in last watch.

J. G. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear misty. Light to gentle breze from N.W. Continued work until 4.30. Navy Yard workmen on board as in last watch until 4.30. Sent liberty men on shore.

J. G. Luby
Lieutenant U.S.N.

From 8 P.M. to Mid.

Fair to clear, misty. Light to gentle breze from N.W.

J. G. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	States of the Sea.
A. M.																	
1				W. by S.	W.S.W.	3			30.52	57	40	39		b. cu.	none	10	
2				"	"	3			30.52	56	40	39		"	"	10	
3				"	"	3			30.51	53	40	39		"	"	10	
4				"	"	3			30.51	53	39	37		"	"	10	
5				W. N.W.	"	2			30.53	53	39	38		"	"	10	
6				"	"	2			30.55	53	40	39		"	"	10	
7				N.W.	"	2			30.58	53	40	39		b. cu.	cum. strat.	6	
8				"	"	2			30.57	53	40	39		"	"	5	
9				N.W. by N.	"	2			30.60	56	43	41		b. cu.	cum.	10	
10				"	"	2			30.62	56	45	42		"	"	10	
11				"	"	3			30.61	59	46	43		"	"	10	
Noon.				"	"	3			30.60	61	47	43		"	"	10	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, tons, lbs.

Coal remaining on hand at noon, " "

P. M.																	
1				W. by S.	North	3			30.61	59	49	44		b. cu.	none	10	
2				"	"	3			30.64	60	49	44		"	"	10	
3				"	N.N.E.	3			30.65	59	49	44		"	"	10	
4				"	East	2-3			30.65	63	47	44		"	"	10	
5				"	"	3			30.68	61	44	40		"	"	10	
6				"	"	3			30.68	63	44	40		"	"	10	
7				"	E.N.E.	1			30.70	63	42	39		"	"	10	
8				"	"	2			30.72	63	41	39		"	"	10	
9				"	E. by S.	2			30.75	64	39	36		"	"	10	
10				"	East	2			30.79	64	37	35		"	"	10	
11				"	"	2			30.82	65	37	35		"	"	10	
Mid.				"	"	2			30.82	65	36	35		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, December 31, 1896.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear inshead, misty on land. Gentle breze from N.E.Pt

J. C. Luby,
Lieutenant N.E.Pt

From 4 to 8 A.M.

Clear to fair. Light breze from N.E.Pt. to N.Pt. At 7.50 working party left ship to finish transporting stores from Navy Yard to Essex. Liberty men returned.

J. C. Luby
Lieutenant N.E.Pt

From 8 A.M. to Merid.

Clear. Light to gentle N.Pt by W. breze. Crew mustering off manning gear. Received on Construction Dept. 48 pounds buckshot, 1 gr. cup hooks, 1/2 gr. cup hooks, brace, 12 yards grab tackle, 1 eight pump leather, 177 lbs glass cullet, 4 gallons copal varnish, 2 chalk lines, 24 comp. top bolts, 5 gruppen pump tacks, 12 hammocks, 46 hooks, 50 sheets emery cloth #1, 50 sheets #1½, 6 fleeces wash, 16, 100 sheets sand paper #2, 150 sheets #1½, 100 sheets #1, 1-3/16 bit for brace, 1 lb copper burrs #5, 50 lbs oakum, 2 chest locks 3" brass, 5 lbs copper cut nails, 1½", 5 lbs #2", 5 lbs #2½", 6 lbs 3", 8 lbs 4", 5 lbs iron cut nails 1½" 15 lbs 2", 15 lbs 2½", 10 lbs 3", 10 lbs wrought iron spikes 2½", 2 gross brass escews 1½" #14, 4 gross 2" #14, 2 gross #2 gross 2½" #16, 1 gross 3" #18, 4 bars 3/4" round iron 40 lbs 5 bars 5/8" round iron 49 lbs, 5 lbs brass iron #8, 2 lbs copper wire, 12 Key blanks, 1 set bits 3/16" to 1", 1 marking wrench, 6 bars 7/8" round iron 28 lbs, 1 bar 2" 2/8" flat iron 6 lbs, 2 bars 1¼" x ¼" flat iron 35 lbs, 1 bar 1" x ⅛" 19 lbs, 1 bar 7/8" octagon steel 20 lbs, 12 lights window glass 15 x 20, 2 mortice door locks 4" x 3", 5 gallons English boot stopping, 4 sheets 22 mine copper, 26 lbs, 2 sheets 10 mine copper 10 lbs, 2 chip jars, 2 water scews, 2 wash leads, 12 scrub tool brushes, 12 paint brushes flat, 4 varnish brushes, 12 dust brushes, 11 camp stools, 1 block weights strapped 8", 1 typical chest block, 2 chest hinges, 3 sets hinges, chest, 6 round rope locks, 26 lbs iron cut nails, 12 yards canvas, 5 lbs copper tacks, 4 lbs red water ink, 4 lbs vermillion, 6 lbs chrome yellow, 4 lbs brunet iron, 6 lbs ultra blue, 5 lbs chrome red, 100 lbs red lead, 50 lbs putty, 300 lbs white zinc, 700 lbs white lead, 75 lbs yellow ochre, 200 lbs lampblack, 2 lbs rotten stone, 30 lbs emery, 50 lbs paris white, 40 gallons turpentine, 12 gallons damar varnish, 10 lbs Japan dryer, 25 gallons alcohol, 100 gallons R.L.Oil, 100 lbs venetian red dry, 6 gallons japan varnish, 1 package gold leaf, 7 bastard file, flat 3" 12", 2, 14", 6 smooth file 1 round 14", 4 bastard 1 round 12", 4 flat file 15", 12 saw files 18", 12 carpenter pencils, 6 carpenter rules, Received in Ordnance Dept. 63 anchors cut 58, spun yarn anchors, 150 lbs soap, 1 bristle sponge 4", 1 paint sugar 4", 10 000 tough pasteers, 250 cork wads, 1 cutlass, 100 bayonets, 100 bayonet scabbards, 100 rifle slings, 100 rifle bolts, 100 cleaning rods, 1500 dummies, 10 gallons of glycerine, 55 lbs hemp of thread, 50 sheets sand paper, 150 candles. In Nav. Yard. 225 lbs cast water coup Navy Yard workmen employed on board in Construction Dept. 5 machinists, 1 helper, 1 pipe fitter, 1 helper, 1 coppersmith, 1 helper, 1 tinsmith, 1 helper, 2 gasfitters, 2 joiners, 1 painter, 2 calkers. Absentees same as previously logged. Received from yards all boats except steam launch and boiler.

W. T. Hulme
Lieutenant N.E.Pt

From Meridn. to 4 P.M.

Clear and pleasant. Gentle variable breze. Received steam launch and boiler from yard and hoisted them. Navy Yard workmen employed on board in Construction Dept. 5 carpenters, 2 joiners, 1 painter. Experienced sailmaker, 1 Engineer Dept. 5 machinists, 1 pipe fitter, 1 helper, 1 boiler maker, 1 helper, 2 pattern makers.

W. T. Hulme
Lieutenant N.E.Pt

From 4 to 8 P.M.

Clear. Gentle breze to light airs from the East to E.N.E. Navy Yard workmen employed on board till 4.30.

W. T. Hulme
Lieutenant N.E.Pt

From 8 P.M. to Midt.

Clear and pleasant. Light breze from E. by S. to the East.

W. T. Hulme
Lieutenant N.E.Pt

Appvd
E. T. Strong
Commander N.E.Pt.

Examined and found to be correct.

Commanding.

John W. Stewart
Lieutenant N.E.Pt. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.				Ch. by S.	East	1			30.85	61	33	31		b.m.	none	10	
1					"	2			30.87	61	33	31		"	"	10	
2					E.NE.	2			30.87	59	31	29		"	"	10	
3					NE.	3			30.87	58	29	28		"	"	10	
4					"	2			30.90	57	29	28		"	"	10	
5					E.NE.	2			30.92	57	28	26		b.c.m.	strat.	8	
6					"	2			30.93	56	28	26		"	"	7	
7					"	2			30.95	56	28	26		"	cum.	8	
8					"	2			30.98	59	30	29		"	"	7	
9					"	2			31.00	59	30	29		"	"	7	
10					"	2			31.03	59	30	29		"	"	3	
11					NE.	3			30.98	56	31	30		"	"	2	
Noon.					"	3											

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2000 "

Coal consumed during the preceding 24 hours, 1 tons, 160 lbs.

Coal remaining on hand at noon, 57 " 2160 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				Ch. by S	NE.	2			30.96	59	34	30		b.c.m.	cum. strat	2	
2					"	2			30.98	59	36	34		o.c.m.	cum	0	
3					"	2			30.98	59	36	34		"	"	0	
4					"	2			30.98	59	35	34		"	"	0	
5					NE. by E.	2			30.98	58	35	34		"	"	0	
6					"	2			30.97	59	36	35		"	"	0	
7					"	2			30.98	59	36	35		"	"	0	
8					"	2			30.98	59	36	35		"	"	0	
9					"	2			30.97	59	36	35		"	"	0	
10					"	2			30.97	59	36	35		"	"	0	
11					"	2			30.97	59	36	35		"	"	0	
Mid.					"	2			30.96	59	36	35		"	"	0	

under the command of Commander E. T. Strong, , U. S. Navy,

Friday January 1 , 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear and pleasant. Light airs to gentle breeze from the East to N.E. Barometer rising.

M. Muline
Lieutenant U.S.N.

From 4 to 8 A.M.
Clear and pleasant. Light breeze from N.E. to E.N.E. Received in Pay Dept. 45 lbs fresh brf. and vegetables, 36 lbs bread.

M. Muline
Lieutenant U.S.N.

From 8 A.M. to Merid.
Clear to cloudy and cold. Light and gentle breeze from E.N.E. and N.E. High barometer. Absentees: Mr. A. Bell, P. R. Braman, J.P. Barney, F.G. Barclay, J.G. Benner, Mr. A. Engebel, J.G. Eckstein, D. Hegewin, H. D. H. Ward, Mr. C. Kundt, A. O. Donnell, J. Seib, J. E. Klein, J. Sweeney, M. E. Knight and R. R. Rose, all Appr'c's class. Asst Surgeon Louis Mc Mine, U.S.N. reported on board for duty. R. R. Rose (appr'c 3rd cl) returned on board 6 days, 14 hrs. overtime.

R.D. Tisdale
Ensign U.S.N.

From Merid. to 4 P.M.
Cloudy to overcast, misty. Light N.Ely. breezes.

R.D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.
Overcast and cloudy. Light breeze from N.E. by E.

R.D. Tisdale
Ensign U.S.N.

From 8 P.M. to Meid.
Overcast and cloudy. Light breeze from N.E. by E.

R.D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.				W. by S.	N.E. by E.	1-2			30.96	59	36	35		0-c-m.	cum.	0	
1					"	1-2			30.96	59	36	35		"	"	0	
2					"	1-2			30.96	58	36	35		"	"	0	
3					Variable	0-1			30.96	56	37	36		"	"	0	
4					"	0-1			30.94	56	37	36		"	"	0	
5					"	0-1			30.93	56	37	36		"	"	0	
6					"	1			30.93	56	37	36		"	"	0	
7					"	1			30.92	56	37	36		"	"	0	
8					S.W.	0-1			30.92	56	39	36		"	"	0	
9					Variable	0-1			30.92	55	41	40		"	"	0	
10					"	0-1			30.92	55	41	40		"	"	0	
11					"	0-1			30.90	55	42	40		"	"	0	
Noon.																	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1800 "

Coal consumed during the preceding 24 hours, 1 tons, 160 lbs.

Coal remaining on hand at noon, 56 " 2000 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				W. by S.	W. by S.	1-2			30.89	55	44	42		0. c. m.	cum. nimb.	0	
2					"	2			30.89	55	44	42		"	"	0	
3					West	1			30.87	54	44	42		"	"	0	
4					"	1-2			30.87	54	43	42		"	"	0	
5					"	2			30.86	56	42	41		"	"	0	
6					"	1			30.88	54	42	41		"	"	0	
7					"	1			30.88	53	42	41		b. c. m.	cum. strat.	3	
8					S.W.	1			30.86	55	42	41		"	"	5	
9					"	1			30.86	55	42	41		"	"	4	
10					W. by W.	1-2			30.86	55	41	41		o. c. f.	cum. nimb.	0	
11					"	1			30.85	55	41	41		"	"	0	
Mid.					"	1			30.85	55	41	41		"	"	0	

4—365

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, January 2, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy and misty. Light airs and breze from NE. by E. High barometer.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and cloudy. Calm and variable light airs. Received in Supplies and Accounts for issue to crew, the following fresh provisions, 36 lbs. bread, 45 lbs. vegetables and 45 lbs. beef. Got up ready for bunting the topsails and courses.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Midd.

Overcast, cloudy and hazy. Calms and light variable airs. Barometer falling. Abreast same as yesterday. Navy Yard workmen engaged on board as follows:- Construction Dept. 5 carpenters, 1 joiner, 2 plumbers and 5 painters in Ordnance Dept. Engineer Dept. 3 machinists, 1 helper, 9 boiler makers, 6 helpers, 1 pipe fitter, 1 helper, 2 pipe coverers, 3 carpenters. Received in Dept. Supplies and Accounts fresh provisions as follows: 45 lbs beef, 45 lbs vegetables, 36 lbs bread. Bent sails.

L. M. Nance
Ensign U.S.N.

From Midd. to 4 P.M.

Overcast, cloudy and hazy. Light airs and light breze from N. by E. and West. Falling barometer. Received in Ordnance Dept. 60 rounds 4", 660 rounds 6 pdr, 100 metallic fixtures primers, 12 pistol pat fire, 500 lbs saluting powder, 55 lbs. saluting cartridges. Received in Equip Dept. 1 gross bands 4" assorted, 1000 envelopes, 2 qts. writing fluid, 2 qts. Indelible black ink, 24 g. carmine ink, 1 qt. mucilage, 1 ream typewriter paper, 1 ream regulation paper, 1 ream note, 4 med and 8 cellulite pen holders, 6 dz. black lead pencils, 3 dz. blue lead pencils, 200 linen tags, 4 rubber erasers, 6 Hand books, 3 gross pens, 4 chamois skins, 3 journal books, 1 typewriter eraser, Got light yards on board. Navy Yard workmen engaged on in forenoon watch.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M.

Overcast to cloudy. Light breze to light airs from West to SW. Sent liberty party on shore.

L. M. Nance
Ensign U.S.N.

From 8 P.M. to Midd.

Overcast, cloudy and foggy. Light airs from SW. to W.S.W.

L. M. Nance
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex. Fluid Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles.	State of the Sea.
A. M.																	
1				W. by S.	Calm	0			30.84	57	41	41		0.c.f.	cum-nim	0	
2				"	"	0			30.83	56	41	41		"	"	0	
3				"	"	0			30.83	58	40	39		0.c.u.f.	"	0	
4				"	"	0			30.82	59	39	39		"	"	0	
5				"	"	0			30.82	58	40	39		"	"	0	
6				"	Variable	0-1			30.81	58	46	40		"	"	0	
7				"	"	0-1			30.81	58	40	40		"	"	0	
8				"	"	0-1			30.80	58	46	40		"	"	0	
9				"	S. W.	0-1			30.79	59	46	46		0.c.f.	"	0	
10				"	"	0-1			30.77	60	40	46		"	"	0	
11				"	"	0-1			30.76	61	41	46		"	"	0	
Noon.				"	"	0-1			30.73	66	41	40		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1500 "

Coal consumed during the preceding 24 hours, 1 tons, 160 lbs.

Coal remaining on hand at noon, 55 " 1840 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Miles.	State of the Sea.
P. M.																	
1				W. by S.	Calm	0			30.72	60	42	42		0 c.f.	cumil	0	
2					East.	1			30.72	60	43	43		"	"	0	
3					"	1			30.72	60	45	45		"	"	0	
4					"	1			30.68	60	45	45		"	"	0	
5					"	1			30.67	62	45	45		"	"	0	
6					"	1-2			30.67	62	42	45		"	"	0	
7					"	2			30.66	62	42	44		"	"	0	
8					"	2			30.65	62	42	44		"	"	0	
9					"	1-0			30.62	62	43	41		0."	"	0	
10					"	1			30.62	62	40	40		0.c.cu	"	0	
11					"	1			30.60	62	40	39		"	"	0	
Mid.					"	1			30.59	62	40	39		"	"	0	

4—955

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, January 3, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast, cloudy and foggy. Calm – falling barometer

L. McNamee
Ensign, USN.

4

From 4 to 8 a.m.

Overcast, foggy & wet. Calms to light variable airs, falling barometer.

L. McNamee
Ensign, USN.

From 8 am to Midnt.

Overcast, cloudy and foggy. Calm & light airs from S.W. Barometer falling. At 10m called all hands to muster. Read the "Articles for better government of the Navy" and held Quarterly muster. The following men also absent without leave, J.P. Patterson, (Ch.m.a.a.) Lt. L. Hunt, (Lt. n.d.) Jn. A. Ball, F.R. Brannan, J.P. Barney, S.G. Barclay, A.J. Brown, Jn. A. Izaguirre, J.G. Schotkin, F. Izaguirre, H.W. Hibbard, W.E. Knudt, A. O'Donnell, E. Seibt, F.E. Shinn J. Sindeman, & W.E. Wright (Appr. S.d.)

J.N. Jordan
Lieutenant, USN.

From Midnt to 4 P.M.

Overcast, cloudy and foggy. Calm and light airs from East. Barometer steady then rising. At 11 to 7 Patterson Ch.m.a.a. returned on board having left the ships without permission during the previous night.

J.N. Jordan
Lieutenant, USN.

From 4 to 8 P.M.

Overcast, cloudy and foggy. Light airs to light breeze from East. Barometer rising, then falling and hunderstorm ~~from Sunday~~.

J.N. Jordan
Lieutenant, USN.

From 8 P.M. to Midt.

Overcast, cloudy, misty and foggy. Calm and light airs from East. Barometer falling. At 10m sounded from a passing steamer ~~steamer~~ and the ship to roll so much as to part one of the mooring chains and brace securing both of after spar-shore mud chains, and start one of the securing bolts of forward one. Secured mud chains.

J.N. Jordan
Lieutenant, USN.

Examined and found to be correct.,

John W. Timmons
Lieutenant U.S.N. Navigator.

4-265

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				N. by E	East	2			30.57	62	40	39		0.c.ms	cums	0	
2				"	"	2			30.56	62	40	39		"	"	0	
3				"	NE.	1-2			30.55	62	40	39		"	"	0	
4				"	"	1-2			30.54	62	40	39		"	"	0	
5				"	East	1-2			30.52	60	40	46		"	"	0	
6				"	"	1-2			30.49	60	41	46		"	"	0	
7				"	E. SE.	1-2			30.49	60	41	41		"	"	0	
8				"	S. SE.	2			30.46	62	40	40		"	"	0	
9				"	"	3			30.44	64	41	40		"	"	0	
10				"	"	3			30.38	64	41	40		"	"	0	
11				"	"	3			30.35	64	41	40		"	"	0	
Noon.				"	"	3			30.32	64	41	40		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1300 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 156 tons 560 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1				N. by E	S. SW.	2			30.32	65	48	47		0.c.m	cum.strat	0	
2				"	South	3			30.30	65	54	52		"	"	0	
3				"	"	2			30.29	65	52	52		"	"	0	
4				"	"	1			30.28	65	52	52		"	cum.	0	
5				"	"	1			30.25	66	52	52		0.c.m.d.	"	0	
6				"	"	1			30.21	67	52	52		0.c.m.v.	"	0	
7				"	"	1			30.19	68	49	49		"	"	0	
8				"	Variable	1-0			30.16	68	46	46		0.c.f.r.	"	0	
9				"	"	1-0			30.12	69	49	46		"	"	0	
10				"	"	1-0			30.09	67	50	49		"	"	0	
11				"	"	1-0			30.04	67	51	50		"	"	0	
Mid.				"	"	1-0			30.02	67	51	50		"	"	0	

under the command of Commander E T Strong, , U. S. Navy,

Monday January 4 , 18 97.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced under mid's & am.

Overcast cloudy and misty. Light airs to light breze from East to NE. Barometer falling.

J. W. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast, cloudy and misty. Light airs to light breze from East to E.S.E. Barometer steady then falling. At 7.00 tug brought coal barge alongside. At 7.30 started coaling. Received on board the Dept. Supplies and Accounted 36 lbs. Bread, 45 lbs each of fresh beef and vegetables.

J. W. Jordan
Lieutenant U.S.N.

From 8 A.M. to Midd.

Overcast and misty. Gentle breze from S.S.E. Absentees E.L. Hunt A.2c, M. A. Bell, J. R. Beaman, J. P. Barney, J. G. Barclay, J. G. Binne, M. A. Esquibel, J. G. Eckstein, J. Izquierdo, H. D. Hibbard, W. C. Hundt, A. O. Darnell, C. Feik, F. E. Flinn, J. Freeman, and W. E. Knight all Appointed. By order of the Commanding Officer, James Peterson Chief Master at Arms, was made a prisoner confined to the birth deck, to await trial by General Court Martial. Navy Yard workmen on board as follows. In Construction 4 carpenters, 4 joiners and 1 painter: In Steam Engineering Dept. 5 machinists, 1 helper, 8 boiler makers, 8 helpers, 3 carpenters and 1 pipe coverer. Crew engaged coaling ship.

L. C. Luby
Lieutenant U.S.N.

From Midd. to 4 P.M.

Overcast and misty. Light airs to gentle breze from S.S.W. and South. Henry Bernhardt, Lds, was transferred to the U.S. Naval Hospital Brooklyn. J. L. Ellsworth Lds, was transferred to the U.S. Receiving Vessel Vermont, and A. Bowe and H. Laurence, Apprentice 2 class, were transferred to the U.S.S. Columbia with their bags hammocks and necessary transfer papers. Received from U.S.S. Montgomery A. Z. L. Blackburn Mach. 1 cl. with his bag and hammock and necessary transfer papers. Received in Equip. Dept. one Vane for telemeter. Navy Yard workmen as in last watch. Received in Equip. Dept. 102 tons coal in all. Finished coaling ship.

L. C. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast with drizzling rain and fog. Light airs from South variable last hour. Navy Yard workmen same as in last watch until 4.30. Sent liberty party in charge.

L. C. Luby
Lieutenant U.S.N.

From 8 P.M. to Midd.

Overcast, rainy and foggy. Calm to light variable airs.

L. C. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John B. Stewart
Lieutenant U.S.N. Navigator.

4—885

LOG of the UNITED STATES Ship Essex. Thud Rate,

Moored to Dock, Navy Yard, New York

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																
1				W. by S.	Variable	1-0			30.00	66	51	51	o.c.m.v.	nimb	0	
2				"	"	1-0			29.96	65	51	51	"	"	0	
3				"	South	2			29.95	65	51	51	o.c.f.	"	0	
4				"	"	2			29.92	64	50	50	"	"	0	
5				"	South	2			29.90	65	51	51	o.c.f.v.	"	0	
6				"	"	2			29.90	65	50	50	"	"	0	
7				"	"	3			29.90	65	48	48	o.c.g.	"	0	
8				"	N. NW.	3			29.94	65	48	44	o.c.v.g.	"	0	
9				"	"	3			29.94	62	45	44	o.c.m.d.	cum.nimb	0	
10				"	"	2			29.94	58	44	43	"	"	0	
11				"	"	1			29.94	56	44	43	"	"	0	
Noon.				"	"	1			29.92	56	44	43	"	"	0	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1100 "

Coal consumed during the preceding 24 hours, 1 tons, 160 lbs.

Coal remaining on hand at noon, 155 " 400 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																
1				W. by S.	W. NW.	1			29.89	59	45	43	b.c.m.	cum.nimb	5	
2				"	"	2			29.89	57	50	48	"	"	4	
3				"	"	1			29.90	58	48	45	"	"	1	
4				"	West	2			29.91	58	48	45	"	"	4	
5				"	W. NW.	3			29.92	56	45	43	"	"	6	
6				"	"	3			29.95	55	43	39	b.	none	10	
7				"	"	4			29.95	55	42	38	"	"	10	
8				"	"	3			29.96	60	40	38	"	"	10	
9				"	NW.	3			29.95	61	41	38	"	"	10	
10				"	"	3			29.96	62	42	39	b.c.	cum.strat	9	
11				"	"	4			29.95	61	45	39	"	"	9	
Mid.				"	NW. by W.	3			29.95	60	42	38	"	"	9	

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, January 5, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and raining with mist and fog. Light variable airs and calms first half, light breze from South last half. Barometer falling.

L. G. Lud
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast with fog and rain at times. Light to gentle breze from North and N.N.W. Liberty party returned. Received in Dept. of Supplies and Accounts 42½ lbs fresh beef, 42½ lbs fresh vegetables and 34 lbs fresh bread.

L. G. Ludy
Lieutenant U.S.N.

From 8 A.M. to Midd.

Overcast misty and drizzling. Gentle breze to light airs from N.N.W. Absentees E.L. Hurd, Appr. 2 class, and W. A. Bell, R. R. Beaubien, C.P. Barney, F.G. Bailey, J. G. Brown, W. A. Esquibel, J.S. Eckstein, F. Hegeman, H. D. Hibbard, O. B. Kindl, A.O. Donnell, E. Peck, F. E. Shinn, J. Sweeney and W.E. Wright all Appr's 3 class. Navy Yard workmen engaged on board in Construction Dept. 4 carpenters, 4 joiners, 2 painters; in Engineer Dept. 3 machinists, 1 helper, 3 boilermakers, 3 helpers, 3 carpenters 3 pipe coverers, Reeving off running gear and cleaning up decks. R. R. Rose, Appr 3 class was transferred to the U.S.S. Columbia.

W. Otherlee
Lieutenant U.S.N.

From Midd. to 4 P.M.

Fair. Light airs and breze from the N.N.W. to West. Crossed crossjack and mizzen topsail yards, straightened up decks. Shipped accommodation ladder. Navy Yard workmen engaged on board in Construction Dept. 4 carpenters, 4 joiners, 2 painters: In Engineer Dept. 3 machinists 1 helper, 3 boilermakers 3 helpers 3 carpenters 3 pipe coverers. Received in Equipment Dept. 100 feet wash deck hose. In Construction Dept. 8 brad hooks, 13 saws, 52 lbs round iron 7/8, 32 lbs round iron ½, 500 deck plugs, 2 bbls slaked lime, 100 screw eyes, also the following lumber: (see list). Received in Ordnance Dept. 4, 6 pdr. cones and 2, 1 pdr. cones.

W. Otherlee
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair to clear. Gentle to moderate N.N.W. breze. Navy Yard workmen engaged on board until 4.30. Sent liberty party ashore.

W. Otherlee
Lieutenant U.S.N.

From 8 P.M. to Midd.

Clear and pleasant. Gentle to moderate N.W. to N.N.W. by W. breze.

W. Otherlee
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—965

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				N. by E.	N.N.E. by N.	4			29.97	57	38	35		b.c.	cum.	2	
2				"	"	4-5			30.03	55	37	34		O.c.	"	0	
3				"	"	4-5			30.03	53	37	34		"	"	0	
4				"	"	4-5			30.03	53	37	34		"	"	0	
5				"	N. N.E.	4-5			30.03	55	35	33		O.c.on.g.	"	0	
6				"	"	4-5			30.03	57	33	31		"	"	0	
7				"	"	4-5			30.04	58	33	31		"	"	0	
8				"	"	4-5			30.05	58	32	30		"	"	0	
9				"	N.N.E. by N.	4-5			30.09	58	30	28		O.c.on.	"	0	
10				"	"	4-6			30.09	58	30	28		b.c.on.g.	cumulus	3	
11				"	"	4-6			30.09	58	29	28		"	"	4	
Noon.				"	"	4-6			30.08	59	30	29		O.c.g.	cir.cum.	8	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at .

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water received during the preceding 24 hours, 2000 "

Water remaining on hand fit for use at noon, 2900 "

Coal consumed during the preceding 24 hours, 1 tons. 160 lbs.

Coal remaining on hand at noon, 155 " 400 "

P. M.																	
1				N.S.W.	N.W.	4-6			30.08	59	30	29		b.c.g.	cir.cum.	6	
2				"	"	4-6			30.12	58	31	29		"	"	6	
3				"	"	4-6			30.17	46	32	29		"	"	7	
4				"	"	4-6			30.20	48	31	29		"	"	8	
5				"	"	4-6			30.23	52	31	30		b.c.on.g.	"	7	
6				"	"	4-5			30.25	56	30	30		"	"	7	
7				"	"	4-5			30.30	58	30	30		"	"	7	
8				"	W. by N.	4-6			30.30	59	31	30		b.m.g.	nmbs	10	
9				"	W.S.W.	4-6			30.31	66	29	28		"	"	10	
10				"	"	4-5			30.32	61	28	28		"	"	10	
11				"	"	4-5			30.32	61	27	27		"	"	10	
Mid.				"	"	4-5			30.33	62	27	27		"	"	10	

under the command of Commander E. T. Strong, , U. S. Navy,

Wednesday January 6 , 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy first hour and overcast last three hours. Moderate to strong breze from N.W. by W.

W. J. Hulme
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast. Moderate to strong W. & N.W. breze. Squally. Received on board in Pay Dept.: 34 lbs fresh beef, 42½ lbs fresh beef, 42½ lbs fresh vegetables.

W. J. Hulme
Lieutenant U.S.N.

From 8 A.M. to Merid.

Overcast to clear and cold. Moderate to fresh breezes in squalls from N.W. by W. The following Navy Yard, men employed on board in Steam Engineering: 3 machinists and 1 helper on main cylinder water valves; 2 fitters, 1 helper, 1 painter on gun mounts. The following were absent without leave: E. L. Hunt (A.E.), O. J. Schultz (S.C. & C.) and Apprentices 3d class W. A. Bell, J. R. Beaman, J. O. Barney, F. G. Barclay, J. G. Binns, W. A. Esquibel, J. G. Ecketein, J. H. Iguirre, H. D. Hellard, W. L. Kimball, A. O. Donnell, E. Serb, J. Peterman, J. E. Shinn, W. E. Wright. Crew engaged in general work.

R. D. Tisdale
Ensign U.S.N.

From Merid. to 4 P.M.

Generally clear. Moderate to fresh breezes from N.W. Navy Yard workmen as in previous watch. Received following articles from General Storekeeper Navy Yard, New York, 6 brass staunchion levers 10 lbs brass rivets, 10 lbs copper tacks, 12 file handles, 12 trimmers chisels 100 lbs sheet lead, 10 lbs sheet brass, 12 mixed files, taper augers 3/8 to 1/4", bottom augers 3/8 to 1/4", 36 hooks and eyes, 5 lbs copper nails, 50 feet galvanized iron chain in Equipment, 4 Manhattan box lamps. Put up light stays and boat stays. Trimmed boats for sea. Received one stove in Equipment.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Clear to fair and cold. Stiff breeze from N.W. and squally. Navy Yard workmen until 4.30 as in previous watch. Received from U.S.S. Vermont with bags and baggage and transfer papers John A. Putnam, Sea, Philip Holt and Frederick Leins, Landsman, transferred to Naval Hospital, Brooklyn for Medical treatment, W. H. Lightfoot, Lds.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid.

Cloudless and cold. Moderate and stiff breeze from N.W. to West.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Dock Navy Yard New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	States of the Sea.
A. M.																	
1				N. by E.	West	4-5			30.35	62	27	27		b. mg.	none	10	
2				"	"	3-4			30.38	62	27	27		"	"	10	
3				"	"	3-4			30.40	62	27	27		"	"	10	
4				"	"	3-4			30.42	62	27	27		"	"	10	
5				"	"	3-4			30.45	64	27	27		"	"	10	
6				"	"	3-4			30.48	64	28	28		"	"	10	
7				"	"	3			30.49	64	28	28		"	"	10	
8				"	W. N. W.	3			30.53	64	27	27		b. mi.	"	10	
9				"	"	3			30.56	62	29	29		"	"	10	
10				"	"	3			30.58	59	31	30		"	"	10	
11				"	N W.	3			30.60	56	33	31		"	"	10	
Noon.				"	"	2-3			30.56	49	34	32		"	"	10	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2700 "

Coal consumed during the preceding 24 hours, 1 tons, 1760 lbs.

Coal remaining on hand at noon, 152 " 720 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	States of the Sea.
P. M.																	
1				N. by E.	N W.	1			30.57	49	37	37		b. c.	cum.	7	
2				"	"	1			30.58	48	40	40		"	"	7	
3				"	W. N W.	1			30.60	48	39	39		"	"	9	
4				"	"	2			30.62	46	37	36		"	"	9	
5				"	"	2			30.61	58	36	36		"	"	6	
6				"	"	2			30.63	57	34	34		b. mr.	none	10	
7				"	"	2			30.63	57	34	34		"	"	10	
8				"	"	2			30.63	58	33	33		"	"	10	
9				"	"	1			30.63	60	32	32		"	"	10	
10				"	"	1			30.62	61	32	32		"	"	10	
11				"	Variable	1-0			30.60	63	30	30		"	"	10	
Mid.				"	"	1-0			30.59	65	30	30		"	"	10	

under the command of Commander E. T. Strong, U. S. Navy,
Thursday January 7, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudless and cold. Light to gentle breze from West Barometer rising.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Cloudless and cold. Moderate and gentle breze from West and W.N.W. Received in Supplies and accounts for issue to crew the following fresh provisions 3½ lbs. bread, 4 2½ lbs. beef, 4 2½ lbs. vegetables. E. L. Hunt (1st class) returned on board, 140 hrs overtime, and O. J. Schultz (1st class) 24 hrs overtime. At 6 started fires under boilers A & D.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Merid.

Clear and fine. Gentle breze from W.N.W. to N.W. Barometer unsteady. The following absentees Apprentices 3rd Class were declared deserters from this date, Wm. A. Bell, J. H. Eskstein, F. W. Beaman, F. W. Barclay, J. P. Barry, H. D. Hibbard, F. Seguine, G. J. Brown, A. O. Donell, Wm. A. Esquibel, J. Sweeney, E. Fish, W. C. Kundt, W. E. Flint, A. E. Wright. Confined by order of Commanding Officer, Gilson R. (C.P.) four days solitary confinement on bread and water 1 officer refusing to allow Quartermaster on watch to inspect handle Navy Yard workmen engaged on board as follows:- Engineers Dept. 3 machinists, 1 nigger, 1 helper: Construction Dept. 4 painters working one hour.

L. W. Kamm
Ensign U.S.N.

From Merid. to 4 P.M.

Clear and pleasant. Light airs to light breze from N.W. to W.S.W. Rising barometer. Received on Dept of Steam Engineering: 6 paint brushes, 3 cir brooms, 4 corn brooms, 12 file handles, 1 bucket, 6 gauges, 10 gallons raw linseed oil, 10 gallons turpentine, 5 gallons Japan dryer, 5 gallons asphaltum varnish, 1 gallon damar varnish, 1 gallon Copal varnish, 100 lbs white zinc, 100 lbs white lead, 100 lbs. brown zinc, 2 lbs. vermillion in oil, 1 lb Prussian blue, 150 lbs. red lead, 2 lbs. borax, 75 lbs. potash, 6 tins potash paste, 25 lbs. sal soda, 10 lbs. plumbago, 3 lbs. sal ammoniac, 208 gallons lubricating oil, 100 gallons lard oil, 1, 6" stillson wrench, 1, 14" stillson wrench, 2, 18" screw wrenches, 6 files, 2 screw drivers, 200 lbs. cotton waste. Navy Yard workmen engaged in Engineer Dept. as in forenoon watch. Dirds engineer at 2 o'clock said found it necessary to repair relief valve on receiver.

L. W. Kamm
Ensign U.S.N.

From 4 to 8 P.M.

Clear and pleasant. Light W.S.W'ly breze. Barometer steady. At 4 o'clock hauled fires on boilers C & D. Sent liberty party below.

L. W. Kamm
Ensign U.S.N.

From 8 P.M. to Mid.

Clear and pleasant. Light W.S.W'ly and variable airs. Falling barometer.

L. W. Kamm
Ensign U.S.N.

Examined and found to be correct.

John W. Thomas
Lieutenant U.S.N. Navigator.

4-889

LOG of the UNITED STATES — Ship Essex — Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.				W. by W.	NE.	1			30.59	65	29	29		b. m.	none	10	
1					"	1			30.61	65	29	29		"	"	10	
2					"	2			30.61	66	28	28		"	"	10	
3					"	3			30.62	66	28	28		"	"	10	
4					"	2			30.62	64	28	28		"	"	10	
5					"	2			30.63	61	28	28		"	"	10	
6					"	2			30.64	61	28	28		"	"	10	
7					"	3			30.64	60	27	27		b. & m.	"	10	
8					"	3			30.65	65	29	29		"	cirstrat.	7	
9					"	3			30.63	64	30	30		"	"	8	
10					"	3			30.60	62	33	32		"	"	8	
11					"	3			30.58	60	35	34		"	"	8	
Noon.																	

Position at 8 A. M. { Latitude by ° ' " / Longitude by ° ' "

Position at noon: { Latitude by observation ° ' " / Longitude by observation ° ' " / Latitude by D. R. ° ' " / Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' " / Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2400 "

Coal consumed during the preceding 24 hours, 1 tons, 1920 lbs.

Coal remaining on hand at noon, 150 " 1040 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				W. by S.	E. NE.	3			30.59	60	40	40		b. c. m.	cum. strat.	8	
2					"	3			30.59	61	40	40		"	"	8	
3					"	3			30.59	60	37	37		"	"	6	
4					"	3			30.59	59	34	34		"	"	5	
5					"	3			30.60	59	37	37		"	"	4	
6					"	3			30.59	62	32	32		"	"	4	
7					NE.	3			30.58	66	32	32		b.	none	10	
8					"	2			30.57	65	32	32		"	"	10	
9					"	2			30.57	63	31	31		b. c. m.	cum. strat.	8	
10					"	2			30.57	62	30	30		"	"	7	
11					"	3			30.57	60	30	30		"	"	7	
Mid.					"	3			30.57	60	29	28		b. m.	"	10	

under the command of Commander E. J. Strong, U. S. Navy,

Friday January 8, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Clear and fine. Light airs to gentle breze from NE. Rising barometer.

L. M. Nance
Ensign U.S.N.

From 4 to 8 A.M. Clear and fine. Light to gentle breze from NE. Received in Dept. of Supplies and Accounts fresh provisions as follows. 42½ lbs. beef. 42½ lbs. vegetables, 68 lbs. bread. Started fires in boiler A.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Meid. Fair hazy and cool. Gentle breze from NE. Barometer falling. Eight caulkers and two pitch boilers from Navy Yard at work on board caulking and paying seams on gun deck. One machinists and 1 helper at work on engines making dock trial with main engines. Received on board 570 lbs fresh in Dept. Supplies and Accounts.

J. K. Jordan
Lieutenant U.S.N.

From Meid. to 4 P.M. Fair hazy and cool. Gentle breze from E.NE. Barometer steady. Same men from Navy Yard at work on board. Transferred the accounts of W. H. Lightfoot Lds, Henry Beuthaudt Lds, and E. S. Tucker A.B., to the U.S.S.S. Vermont. Continued dock trial of main engines until 3.30, when engine was secured and fires allowed to die out under boiler A. and banked under boiler B.

J. K. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and cold. Light to gentle breze from E.NE. to NE. Barometer falling. Same men from Navy Yard at work on board caulking and paying seams on gun deck. Received on board the Dept. Supplies and Accounts 34 lbs. fresh bread and 42½ lbs. each of fresh beef and vegetables.

J. K. Jordan
Lieutenant U.S.N.

From 8 P.M. to Meid. Fair hazy and cold. Light to gentle breze from NE. Barometer steady. Same Navy Yard workmen at work on gun deck until 9.30 as in previous watch.

J. K. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John M. Stewart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship. Essex Third Rate,

Moored to Dock, Navy Yard, New York.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				W. by S.	N E.	2			30.57	59	28	27		b. m.	nine	10	
2				"	"	2			30.58	59	27	27		"	"	10	
3				"	"	2			30.58	58	27	27		"	"	10	
4				"	"	2			30.58	57	27	27		"	"	10	
5				"	N. N E.	2			30.57	57	25	25		"	"	10	
6				"	"	2			30.57	57	25	25		"	"	10	
7				"	"	2			30.57	57	25	25		b. c. m.	cum. strat.	6	
8				"	"	2			30.57	57	25	25		"	"	5	
9				"	"	1			30.57	54	27	27		b. m.	none	10	
10				"		0-1			30.56	49	29	29		"	"	10	
11				"	N. N W.	1			30.54	43	32	32		"	"	10	
Noon.				"	"	1			30.49	47	37	37		"	"	10	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2000 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 148 " 2000 "

P. M.																	
1				W. by S.	West	2			30.45	48	39	39		b. c. m.	cum.	9	
2				"	"	2			30.41	51	38	35		"	"	8	
3				"	"	2			30.41	53	38	35		"	"	7	
4				S W.	"	2			30.38	53	38	35		"	cir.	8	
5				"	"	2			30.35	54	36	34		"	cum. strat.	6	
6				"	"	2			30.35	54	35	33		b	none	7	
7				"	"	2			30.30	65	35	33		b. m.	none	10	
8				"	"	2			30.29	65	35	33		"	"	10	
9				"	"	1-2			30.27	66	35	33		"	"	10	
10				"	"	1-2			30.25	66	35	33		O. c. m.	cum.	5	
11				"	W. S W.	2-3			30.24	66	35	33		"	"	3	
Mid.				"	"	2-3			30.20	67	35	33		"	"	3	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, January 9, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Clear overhead, hazy around horizon. Cold. Light breeze from N.E. Barometer steady.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M. Fair, hazy and cold. Light breeze from N.E. to N.N.E. Barometer steady. At 6.00 lighted fires under boilers C. and D. and spread fires under boiler B.

J. N. Jordan
Lieutenant U.S.N.

From 8 A.M. to Noon. Clear and cool. Calm to light airs from N.N.E. shifting to W.N.W. last half. Barometer falling. Navy Yard workmen on board as follows: In Construction Dept. 6 caulkers. In Steam Engineering Dept. 2 machinists, 1 helper. At 10 banked fires under boiler C. and blew it down. By order of the Commanding Officer James Peterson Bk. M. at A., was released from confinement and restored to duty.

J. C. Luby
Lieutenant U.S.N.

From Noon to 4 P.M. Clear and pleasant. Light breeze from West and S.W. Bent royals and topgallant sails and crossed royal and topgallant yards. 3 machinists and 1 helper at work in Steam Engineering Dept.

J. C. Luby
Lieutenant U.S.N.

From 4 to 8 P.M. Clear and cool. Light breeze from S.W. 3 machinists and 1 helper at work in Steam Engineering Dept. until 4.15.

J. C. Luby,
Lieutenant U.S.N.

From 8 P.M. to Mid. Clear at first, overcast at end, cool. Light airs to gentle breeze from S.W. and W.S.W.

J. C. Luby,
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-955

LOG of the UNITED STATES — Ship Essex, Third Rate,

Moored to Dock, Navy Yard, New York and making passage to Newport, R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				W. by S.	W. by W.	2			30.19	67	35	33		b.c.m.	cum.-strat.	3	
2				"	"	2			30.18	67	36	34		"	"	2	
3				"	"	2			30.18	67	37	35		o.c.m.	"	0	
4				"	"	2			30.18	67	37	36		"	"	0	
5				"	"	2-3			30.15	68	35	34		"	"	0	
6				"	"	2			30.15	66	35	34		b.c.m.	"	1	
7				"	"	2			30.16	66	35	34		o.c.m.	"	0	
8				"	"	2			30.20	67	38	36		b.c.m.	cir. cum.	4	
9				"	Variable	3			30.18	57	39	37		"	cir. strat.	4	
10				W. by W.	NE. by E.	3			30.17	58	41	38		"	"	5	
10.30			71.5														
11	1	0	72.5	"	"	3			30.16	58	43	40		"	cir. cum. strat.	5	
Noon.	7	0	79.5	E. N. E. 1/4 E.	E. N. E. 1/4 E.	3			30.13	59	43	40		"		5	

8. 0 Distance by log

Position at 8 A. M. { Latitude by / Longitude by } 8 miles E.N.E. from Execution Rock ° ' "

Position at noon: Latitude by observation ° ' "

Longitude by observation ° ' "

Latitude by D. R. ° ' "

Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by Bearings 41° 12' " / Longitude by " 72° 21' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 300 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1700 "

Coal consumed during the preceding 24 hours, 7 tons, 1760 lbs.

Coal remaining on hand at noon, 141 " 240 "

P. M.																	
	4	7	83.2	NE. by E. 3/4 E.													
1	3	8	87.0	NE. 1/4 E.	N. W.	3			30.11	58	43	40		b.c.m.	cir.-cum.	5	
2	2	4	89.4														
3	5	1	94.5	E. 1/2 N.	N. W.	3			30.12	68	43	40		"	"	5	
	7	4	2.2	E. by N.	"	3			30.12	59	43	38		"	"	5	
4	7	2	9.4	"	"	3			30.12	58	41	38		"	"	5	
5	7	2	16.6		N. N. W.	3			30.14	59	40	38		"	"	5	
			23.3														
6	6	9	23.5	NE. by E. 3/4 E.	"	3			30.15	60	39	37		"	"	5	
7	6	8	30.3	NE. by E. 1/2 E.	"	3			30.16	63	39	37		"	"	8	
8	7	2	37.5		"	2			30.12	68	39	34		"	cum.	8	
9	7	0	44.5		"	2			30.12	68	39	34		"	"	8	
10	5	7	50.2		"	2			30.10	69	39	34		"	"	5	
11	5	5	56.7	E. by N.	N. W.	2			30.10	69	39	34		b.c.	"	5	
Mid.	2	3	59.0														
	0	4	60.4	E. N. E. 1/2 E.	"	2			30.10	69	39	34		"	"	4	

81 6

under the command of Commander E. T. Strong, U. S. Navy,

Sunday, January 10, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy to overcast. Light breez from W. S.W.

J. B. Luby
Lieutenant U. S.N.

From 4 to 8 A.M.

Cloudy to overcast Light to gentle breez from W. S.W. Barometer commenced to rise between 7 and 8. At 4 started fires under boiler E. At 7 cast off mooring chains and made all ready for leaving the wharf. At 7.20 made Sail. 48% (pressure to get underway) Pressure answered and made 90# (Yes) Draft of ship 14 feet 3 inches forward 16 feet 10 inches aft.

J. B. Luby
Lieutenant U. S.N.

From 8 A.M. to Noon.

Fair and pleasant. Gentle breez from N.E. by E. to E.N.E. 1/4 E. At 8.05 all lines cast off and stood up East River, pilot coming. At 10.30 dropped pilot off Bitty Island and then stood up Long Island Sound, Commanding Officer coming. At 10.48 Execution Rock Light Ahead set course N.E. by E. and shot our patent log reading 71.5 and set all fore and aft sail and fore sail. At noon changed course to E.N.E. 1/4 E. patent log 79.5. Draft of ship when leaving Navy Yard 14 feet 3 inches forward 16 feet 10 inches aft. J. Yamashita Third Class Steward absent without leave. By order of Commanding Officer R. Gibson C.P. was released from confinement. Average steam 52 lbs: Average revolutions 37.

W. H. Hulse
Lieutenant U. S.N.

From Noon to 4 P.M.

Fair. Gentle N.W. by W. breezes. Standing to Eastward through Long Island Sound, on course N.E. by E. 3/4 E., changing as follows per order of Commanding Officer: at 12.30 to N.E. 3/4 E. p.l. 832: at 1.20 to E. 1/2 N. p.l. 89.4: at 2 to E. by N. p.l. 94.5. Stratford Shoal Light Ahead on port bow at 3.05. distant 1.2 miles. by bearings. Under steam, fore and aft sail and fore sail. Average steam pressure 56 lbs: Average revolutions 40.

R. A. Tindale
Ensign U. S.N.

From 4 to 8 P.M.

Fair and pleasant. Gentle to light breez from N.N.W. Barometer unsteady. On course E. by N. under sail and steam as before till 4.35 when hauled up and furled foresail. At 5.59 changed course to N.E. by E. 3/4 E. patent log 23.3. and at 7 o'clock to N.E. by E. 1/2 E. p.l. 30.3. At end of watch lights of Saybrook and Breakwater nearly in range and Race Rock about 1 point on starboard bow. Average steam pressure 56 lbs. Revolutions 41.

L. M. Hamer
Ensign U. S.N.

From 8 P.M. to Noon.

Clear and cool. Light breez from N.N.W. to N.W. Barometer steady. Standing up Long Island Sound under steam and fore and aft sail. At 8.30 took in all sail. Commanding Officer and Navigator conning the ship. At 9.35 saw out of Long Island Sound, between Race Rocks and Little Gull Island and set course E. 3/4 N. At 11.25 changed course to E. by N. At 1.55 to E.N.E. 1/2 E. At end of watch North Pt Block Island Light abaft port beam. Steadying At 9.45 slowed down to 25 revolutions. Average steam 53 lbs Average revolutions 35

J. N. Jordan
Lieutenant U. S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S.N. Navigator.

4-260

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from New York to and moored to Buoy, Newport, R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeways.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1	8 1 4	6 3	62.0 66.3	E. by N. 1/2 E. NE. by E. 1/2 E.	W. by W.	2			30.10	68	39	39		b.c.m.	cum.	9	
2	5	9	71.7	"	"	2			30.09	68	39	36		"	"	8	
3	4 3	8	76.2	E. by N. East	"	2			30.09	68	38	36		"	"	9	
4	1 0	2	81.0	"	N. by W.	2			30.08	68	36	34		"	"	9	
5	4	8	86.0	"	"	2			30.04	68	36	34		"	"	9	
6	5	0	89.7	West	"	2			30.04	69	36	34		"	"	9	
7	3		93.0	"	"	2			30.04	69	36	34		"	"	8	
8	3 1	7 4	97.8	N. by W. 3/4 W.	W. by N.	3			30.06	69	36	34		"	"	3	
9				Various		2			30.06	60	37	35		"	cumulostat	3	
10				N. NW.	"	1-2			30.06	56	38	36		"	"	3	
11				W. by N.	"	1-2			30.03	52	39	37		"	"	4	
Noon.				NW.	"	1-2			30.02	50	41	38		"	"	4	

138 Distance by Log

Position at 8 A. M. { Latitude by / Longitude by } at Brenton's Reef Lightship ° ' "

Position at noon: { Latitude by observation / Longitude by observation / Latitude by D. R. / Longitude by D. R. } ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by / Longitude by } ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, 1500 "

Water remaining on hand fit for use at noon, "

Coal consumed during the preceding 24 hours, 6 tons, 248 lbs.

Coal remaining on hand at noon, 135 " — "

P. M.																
1				SW.	N. NE.	2			29.99	49	42	40		b.c.m.	cumulostat	3	
2				W. NW.	"	2			29.97	49	41	39		"	"	2	
3				North	"	2			29.95	45	39	37		o.c.m.	"	0	
4				N by W.	"	2			29.93	52	38	36		"	"	0	
5				N. NE.	North	3			29.95	57	37	36		"	"	0	
6				North	"	3			29.95	60	37	34		o.c.m.R.	cum.	0	
7				"	"	3			29.93	66	34	34		b.c.m.	"	5	
8				N by W.	N by W.	3			29.93	69	34	33		"	"	9	
9				NW.	NW.	4			29.92	71	33	32		"	cumulostat	6	
10				N by W.	"	4-5			29.91	71	33	31		"	"	7	
11				N W by N.	"	4-5			29.91	71	32	30		"	"	7	
Mid.				"	"	4-5			29.91	70	31	29		"	"	7	

under the command of Commander E. T. Strong, U. S. Navy,

Monday January 11, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cool, bright starlight. Moon set about 12.45. Light breeze from W. N.W. and N.W. Under steam alone. Steering course E.N.E ½ E. at first, at 12.30 changed course to N.E. by E.½ E. p.l. reading 62. at 2.40 changed to E.N.E. p.l. reading 74.4 and at 2.56 changed to E.by N. p.l. reading 76. Point Judith bearing abeam in port bailed. Revolutions 30. Steam pressure 50 lbs. Captain and Navigator conning the ship.

J. E. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and pleasant, hazy about the horizon. At 5, changed course to West, p.l. 86. and at 7.00, changed course to N.E. p.l. 93, and at 7.45 to N by W. ¼ W. p.l. 96.4, heading for Brenton's Reef Lightship. Squared yards and made preparations for port.

W. H. Hulse
Lieutenant USN

From 8 A.M. to Meridian.

Cloudy but pleasant, hazy. Light breeze from W. by N. Under steam alone standing into Newport harbor under command of the Commanding Officer. At 9 made ships number to the U.S.S. Constellation; Naval Station Newport answering; made General Signal Pen. 5573, answered by same vessel in affirmative. At 9.15 called all hands and at 9.30 moored to buoy off Training Station. Backed fires thrown overboard fires under boilers B and C. The Commanding Officer paid an official visit to the Commandant of Station. Received official visits from an officer representing the Commanding Officer of the Naval War College. Hoisted out the steam launch, stowed fore and aft sail. Average revolutions 25, Average steam pressure 60 lbs, while underway. Draft of ship forward 14' 2": aft 16' 9½".

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M.

Cloudy to overcast. Light breeze from N.N.E. Falling barometer. Commanding Officer of U.S.S. Constellation paid an official visit to the Commanding Officer. A Lieutenant of Artillery called officially to pay the respects of the Commanding Officer of Fort Adams. Divine in boiler D. for heating ship.

L. M. Nance
Ensign U.S.N.

From 4 to 8 P.M.

Overcast to clear weather. Light flurry of snow at end of 2nd hour, quickly clearing during 3rd hour. Gentle breeze from North. Colder. Moonlight.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Mid.

Clear and cold. Moderate to stiff breeze in squalls from N.W. Steady barometer.

L. M. Nance
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to buoy off Newport, R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																
1				N W.	N W.	4-5			29.92	69	30	28		b.c.	cir.	9
2				"	"	4			29.94	70	30	28		"	"	9
3				"	"	4			29.95	71	28	27		b.	none	10
4				"	"	4-5			29.96	71	28	27		b.c.	Cum.strat.	9
5				N W. by N.	"	4-5			29.95	70	29	27		"	"	5
6				N N W.	"	4			29.96	69	30	28		o.c.m.	cum.nimb.	0
7				W. N W.	"	4			29.99	69	28	27		"	"	0
8				N W.	"	4			30.06	69	29	27		b.o.	cir.strat.	5
9				"	"	4-5			30.06	66	28	27		"	"	4
10				N N W.	N W. by N.	5			30.08	66	28	27		"	"	4
11				N W. by N.	"	3-5			30.07	69	28	27		b.c.g.	"	4
Noon.				"	"	3-5			30.04	62	27	26		"	"	4

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon :

Distance made good since preceding noon : miles.

Distance by Log since preceding noon : miles.

Current per hour : miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass :

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 200 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1300 "

Coal consumed during the preceding 24 hours, 1 tons, 1840 lbs.

Coal remaining on hand at noon, 133 " 400 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																
1				N W.	N W.	3-5			30.06	60	28	26		b.c.g.	cir.strat.	5
2				N W. by N.	N W. by N.	3-5			30.09	60	28	25		"	"	3
3				N N W.	N N W.	3-5			30.14	58	27	25		"	"	4
4				"	"	3-5			30.14	58	27	25		"	"	6
5				N W. by W.	"	4-6			30.18	60	23	22		"	"	6
6				"	"	5-6			30.21	60	21	20		"	"	8
7				N W. by N.	"	4-6			30.24	64	20	19		"	"	9
8				N N W.	"	5-6			30.29	65	18	17		b.g.	none	10
9				"	"	5-6			30.30	66	11	10		"	"	10
10				"	"	5-6			30.32	66	9	8		"	"	10
11				"	"	4-6			30.34	64	10	10		"	"	10
Mid.				"	"	4-5			30.35	62	12	11		"	"	10

4—265

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday, January 12, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cold. Moderate to stiff breze from N.W. Barometer rising then steady. Riding to wind.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally fair and cold. Moderate breze from N.W. Rising barometer. Received in Supplies and Accounts following fresh provisions for crew, 438½ lbs. beef, 438½ lbs. vegetables and 35 lbs. bread.

R. D. Tisdale
Ensign U.S.N.

From 8 A.M. to Noon

Cloudy and cold. Moderate and stiff breze to gentle breze with stiff breze in squalls from N.W. to N.W. by N. Barometer unsteady.

L. Mc Namee
Ensign U.S.N.

From Noon to 4 P.M.

Clear and cool. Gentle breze with stiff squalls from N.W. to N.N.W. Barometer rising then steady. At 12.30 Executive Officer and Surgeon went to the Training Station on duty and returned. At 2.45 Training Station signalled "Commodore wishes to see Captain Strong". Commander E.T. Strong visited Training Station and returned.

J. N. Jordan,
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and cold. Moderate and stiff breze with fresh breze in squalls from N.N.W. Rising barometer. By order of Commanding Officer the following changes in rating were made: A. V. Pittmeyer Yeo 2 cl. to Yeo 1 cl.; A. Pitchlake Sea. to Cox.; J. Pattanen Sea. to Cox., Ch. J. Bow, Sea. to Cox., A. E. King, Sea. to Cox., E. A. Mc Getz, Sea. to B.M. 2 cl.

L. Mc Namee
Ensign U.S.N.

From 8 P.M. to Mid.

Clear and cold. Moderate to stiff breze with fresh squalls from N.N.W. Barometer rising.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator

4—885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Buoy off Newport R. I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				N.W. by N.	N.N.W.	5-7			30.27	61	12	11		b.q.	none	10	
2				"	"	6-7			30.41	60	12	11		"	"	10	
3				N.N.W.	"	5-7			30.45	59	12	11		"	"	10	
4				"	"	5-6			30.45	58	11	11		"	"	10	
5				"	"	5-6			30.46	56	11	11		"	"	10	
6				N by W.	"	5-6			30.51	57	10	10		"	"	10	
7				North	"	4-5			30.53	57	11	11		"	"	10	
8				"	"	4-5			30.58	58	11	11		"	"	10	
9				N.W. by N.	"	3-5			30.58	59	13	13		b.c.q.	strat.	9	
10				"	"	2-4			30.57	60	17	17		"	"	9	
11				N by W.	North	2-3			30.56	60	19	19		b.c.	"	9	
Noon.				N.N.W.	N by W.	2			30.54	60	22	21		"	"	9	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water Distilled during the preceding 24 hours, 500 "

Water remaining on hand fit for use at noon, 1800 "

Coal consumed during the preceding 24 hours, 1 tons, 1040 lbs.

Coal remaining on hand at noon, 131 " 1600 "

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
P. M.																	
1				N.W.	N.W.	1			30.53	59	20	19		b.c.	cum.	6	
2				"	"	2			30.53	59	23	22		"	"	2	
3				West	West	2			30.54	59	30	28		"	"	4	
4				N.W.	N.W.	2			30.52	60	27	26		"	cum. strat.	4	
5				N.N.W.	"	2			30.55	62	26	24		"	"	2	
6				"	"	2			30.54	63	26	25		o.c.m.	"	0	
7				"	"	1-2			30.54	64	25	24		"	"	0	
8				N.N.E.	"	1			30.54	64	24	24		b.c.	"	2	
9				E by E.	Variable	0-1			30.54	65	24	24		o, c.	cum.	0	
10				S.W.	"	0-1			30.52	65	24	24		"	"	0	
11				South	"	0-1			30.53	63	24	24		"	"	0	
Mid.				S.S.E.	"	0-1			30.52	62	24	24		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,
Wednesday January 13, 1897.

Apprentices

Record from the U.S.R.S. Constellation.

Anderson F.	Brannell, E. A.	Geiger, O. P.	Lavra, S. E.	Percival E. H.	Welch, J. J.
Abdill J. C.	Braun J.	Hooper, L.	Lee, A. W.	Pearce, E.	Watne, J. J.
Allwin, R. M.	Daley J. M.	Henderson, W.	Lee, H. A.	Rogier, A.	Walker, E. J.
Andrew W. J.	Dingney, J. H.	Hoffman, W. A.	Mc Avoy, J. D.	Radcliff, W.	Wintemeyer, H.
Andrew J. E.	Daniell J. D.	Holland, E. D.	Mc Comack, J. C.	Rose J. D.	Walsh, J. H.
Adams, E. D.	Dietler J.	Hartzell, G. H.	Mc Keigie, J. D.	Sminett, A.	Weber, D. W.
Andrews, E. J. B.	Davis, E. C.	Hatchorn, N. R.	Mc Carr, J. A.	Simpson, J. L.	Watling, A. A.
Andersen, W.	Dannenhauer, H.	Hale, E. H.	Mc Carthy, E. J.	Sipp, J.	Ward, A.
Barry, J. J.	Duncanson, P. S.	Hazard, P. D.	Mc Hayden, T. G.	Schrode, W. H.	Wiesling, P.
Burgardt, G. F.	Dreeks, W. G.	Henderson, J. H.	Miller, J.	Shields, J. J.	Yackel, G.
Bochard, J. J.	Ellenberg, W.	Hengel, W. P.	Miller, S. L.	Shute, G. J.	Zuiel, A. W.
Baumann, J. H. W.	Fabel, G. C.	Hall, J. J.	Metcalf, C. R.	Swartman, C.	Zundel, D. W.
Bette, C. H.	Fiselmen, A. D.	Hunnebrink, A.	Mandel, A.	Shephard, T. H.	Zuttgraph, E. H.
Burkefeld, F.	Farrell, J. B.	Hudson, J. W.	Mosher, W. G.	Stewart, A. C.	Whitehead, W. N.
Billings, A. F.	Freund, W. J.	Hunesley, J.	Matthews, J.	Spicer, E. H.	
Briggs, F.	Farrell, F. A.	Hansen, A. R.	Murphy, J. W.	Thorpe, E.	
Brown, W. E.	Graterjun, C. B.	Hill, R. C.	Mallett, E.	Thompson, F.	
Beacon, C. O.	Goodhart, D.	Kelliher, W.	Marshall, E. W.	Tebbens, H. D. W.	
Bryden, W. H.	Gleason, J. J.	Horn, G. R.	Mcmanagh, J. D.	Tompkins, E. L.	
Brown, E. L.	Gross, W. G.	Horn, P. W.	Quille, C. R.	Tyler, E.	
Byrd, H. G.	Gilbert, W. L.	Jensen, A. N.	Mack, J.	Vaughn, G. H.	
Cunningham, R.	Gramly, G. B.	Johnson, H.	Mason, J. W.	Metzger, W. J.	
Carter, R.	George, C. H.	Jacoby, A.	Newsome, G. W.	Freeland, A. E.	
Carnes, J.	Gray, E. A.	Johnson, O. G.	Neumann, G. A.	Whitham, W. J.	
Cook, W. C.	Greer, T. G. J.	Jones, E. J.	Oliver, J.	Muggins, M. L.	
Casein, C.	Gramly, W. R.	Kellum, E.	Owen, G. H.	Weeks, A.	
Cote, W.	Goldberg, L.	Kenny, J.	Potter, W. J.	Wilen, L. P.	
Elliott, L.	Gaskins, J. J.	Koppenhofer, J.	Purvis, T. L. C.	Wechter, C.	
	Gmelin, C. W.	Kane, C. F.	Pattison, C. J.	Vaughan, K.	
	Gay, G. A.	Longnecker, C. A.	Poor, C. L.		
		Keegan, B. J.			

Stiff to fresh

S. Luby
Lieutenant U. S. N.

alls from N. N. W.

Mc Fiance
Ensign U. S. N.

oth. Barometer falling.
Medical Board of
U. S. N. and Asst Surgeon
ld a survey of E. L. Hunt
fresh Beef and vegetables

J. N. Jordan,
Lieutenant U. S. N.

N. W. and Clear.
ngs hammock and
from 3.30 to 4.00 exercised

S. Luby,
Lieutenant U. S. N.

Barometer steady.

J. N. Jordan
Lieutenant U. S. N.

s light variable airs.

S. Luby
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

4—265

unde , U. S. Navy,

, 1897.

Commenced and until 4 A.M.

Clear and very cold, bright starlight. Stiff to fresh breeze blowing in squalls from N.N.W. Barometer rising.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Clear and cold. Stiff and moderate breeze in squalls from N.N.W. Rising barometer. Executed morning orders.

Wm Pearce
Ensign U.S.N.

From 8 A.M. to Merid.

Clear and cold. Light to stiff breeze from N.N.W. to North. Barometer falling. Received on board the hammocks of apprentices to be transferred to this ship. A Medical Board of Survey consisting of Surgeon N.K. Simons U.S.N., P.A. Surgeon A.C. Braisted U.S.N. and Asst Surgeon R.D. Broderick, U.S.N. met on board by order Commandant Naval Station, to hold a survey of E.L. Hunt Appr. 2 cl., Received on board in Dept. Supplies and Accounts 43 3/4 lbs each of fresh beef and vegetables and 35 lbs. bread.

J.N. Jordan
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair to cloudy, cold. Light airs to light breeze from N.W. and West. Received from U.S.S.S. Constellation, 162 Apprentices 3rd class, with their bags hammock and necessary transfer papers. Stationed apprentices according to their Divisions. From 3.30 to 4.00 exercised Apprentices at manning gear and going over the mast head.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy and cool. Light airs to light breeze from N.W. Barometer steady. Exercised apprentices at manning gear until 4.20.

J.N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Overcast, clouds passing over from the Westward. Calm to light variable airs. Cold.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stuart
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Fluid Rate,

Moored to Buoy, Newport, R. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				E. by N.	Variable	1-0			30.52	61	25	25		b.c.	cum.	1	
2				N. N. W.	"	1-0			30.52	64	25	25		"	cir. cum.	4	
3				"	N. N. W.	1			30.52	62	26	26		O.c.m.	cum.	0	
4				E. by N.	"	1			30.53	62	26	26		"	"	0	
5				N. by E.	N. E.	1			30.50	62	26	26		"	"	0	
6				"	"	1			30.53	62	25	25		"	"	0	
7				North	"	1			30.50	62	25	25		"	"	0	
8				N. E.	"	1			30.50	62	27	27		o.c.m.a.	"	0	
9				E. by N.	"	1			30.52	63	27	27		O.c.m.	cum. mist	0	
10				N. E.	"	2			30.52	62	28	28		o.c.m.a.	"	0	
11				E. by N.	"	2-3			30.50	64	30	30		O.c.m.	"	0	
Noon.				E. by N.	"	2			30.48	63	32	31		"	"	0	

Position at 8 A. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at ,

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 1300 "

Water remaining on hand fit for use at noon, 2100 "

Coal consumed during the preceding 24 hours, 1 tons, 1840 lbs.

Coal remaining on hand at noon, 129 " 2000 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				E. N. E.	N. E.	1			30.47	62	33	31		O.c.m.	cum. strat.	0	
2				"	"	2			30.46	62	34	32		"	"	0	
3				N. E. by E.	N. E. by E.	3			30.47	62	34	32		"	"	0	
4				"	"	2			30.46	62	34	32		"	"	0	
5				N. N. E.	N. N. E.	2			30.48	65	34	33		"	"	0	
6				North	"	3			30.46	68	32	31		"	"	0	
7				"	"	3			30.46	69	30	29		b.c.m.	"	4	
8				N. N. E.	"	3			30.46	70	30	29		"	"	4	
9				"	N. by E.	3			30.48	69	30	29		O.c.m.	"	0	
10				North	"	4			30.49	70	29	28		"	"	0	
11				N. N. E.	"	4			30.46	69	29	28		b.c.m.	"	3	
Mid.				N. by E.	"	4			30.45	69	28	27		"	"	4	

under the command of Commander E T Strong, U. S. Navy,

Thursday January 14, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy first part, overcast last part. Calms & variable airs and light airs from N. N W. Steam in boiler D. Distilling.

W. W. Kilner
Lieutenant U. S. N.

From 4 to 8 A.M.

Overcast, cloudy, threatening snow. Light airs from NE. Barometer steady. Received on board in Dept. Supplies and Accounts, 113 lbs. bread and 14 1/4 lbs. each of fresh beef and vegetables.

J. N. Jordan,
Lieutenant U. S. N.

From 8 A.M. to Merid.

Overcast and misty with light snow shower between 9 and 10. Light airs to gentle breze from NE. At 9.30 mustered and inspected crew and apprentices at quarters. Issued wht skins to Apprentices.

J. B. Luby,
Lieutenant U. S. N.

From Merid. to 4 P.M.

Overcast. Light airs to gentle breze from NE to NE by E. Transferred to U. S. S. Constellation, E. L. Hunt App 2 class. Received official visit from Col. Pennington, Commanding Fort Adams, and Aide. Boys marking and stowing wht skins. Lieut. J. N. Jordan, went on leave until the 16th. Distilling.

W. W. Kilner
Lieutenant U. S. N.

From 4 to 8 P.M.

Overcast to cloudy and misty. Light to gentle breze from N NE. Barometer falling.

J. B. Luby,
Lieutenant U. S. N.

From 8 P.M. to Mid.

Overcast to cloudy, misty. Light to moderate breze from N. by E. Distilling.

W. W. Kilner
Lieutenant U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

4-865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to buoy off Newport R.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.																	
1				N. by E.	N. by E.	3			30.45	69	28	27		b.c.m.	cum.	6	
2				North	"	4			30.44	69	28	27		"	"	6	
3				"	"	4-5			30.44	68	27	26		"	"	6	
4				"	"	4-5			30.44	68	27	26		"	"	6	
5				"	"	5-6			30.45	68	27	27		b.c.cu.	cumulatus	4	
6				North	"	4-5			30.45	69	28	27		"	"	5	
7				"	"	4			30.48	69	28	27		b.c.m.	"	3	
8				"	"	3-4			30.50	56	30	29		"	"	4	
9				N. by E.	"	3			30.52	57	32	31		"	"	7	
10				"	N. NE.	3			30.50	60	33	32		"	cirrostat	8	
11				N. NE.	"	3			30.47	60	34	32		"	"	8	
Noon.				N. by E.	N. by E.	3			30.45	64	35	33		"	"	7	

Position at 8 A. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Position at noon: Latitude by observation ° ′ ″

Longitude by observation ° ′ ″

Latitude by D. R. ° ′ ″

Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by ° ′ ″

Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 1000 "

Water remaining on hand fit for use at noon, 2600 "

Coal consumed during the preceding 24 hours, 1 tons, 200 lbs.

Coal remaining on hand at noon, 128 " 800 "

P. M.																	
1				N. by E.	N. by E.	2-3			30.44	64	36	34		b.c.	cirrocum.	6	
2				"	"	2-3			30.42	66	37	35		"	"	4	
3				"	"	3			30.43	66	37	35		"	"	5	
4				"	"	3			30.45	64	35	34		"	"	6	
5				"	"	3			30.45	62	34	33		"	"	4	
6				"	"	3			30.47	65	33	32		"	"	6	
7				North	"	3			30.45	66	32	32		"	"	5	
8				N. NE.	"	3			30.45	68	32	31		O.c.m.	"	0	
9				"	"	1-2			30.45	69	31	31		"	"	0	
10				"	"	2			30.44	70	31	31		"	"	0	
11				NE.	"	2			30.44	69	31	31		"	"	0	
Mid.				E. NE.	"	2			30.43	68	32	31		"	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Friday, January 15, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Fair and cold. Gentle to stiff breeze from North and N. by E. Moonlight.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Cloudy to fair and cold, squally first half Gentle to fresh breeze from North. Barometer rising. Carried out morning orders. Received in Dept of Supplies and Accounts 113 lbs. bread and 141 1/4 lbs. each of fresh beef and vegetables. Liberty men returned.

J. C. Luby
Lieutenant U.S.N.

From 8 A.M. to Merid. Clear and pleasant. Gentle breeze from N. by E. to N.NE. At 9.30 mustered at quarters and then exercised at fire quarters. At 10.30 mustered apprentices at stations for loosing sail and exercised manning gear. Chief Engineer Stacy Potts went on board the U.S.S. Enabling on Board of Survey.

W. O. Wilcox
Lieutenant U.S.N.

From Merid. to 4 P.M. Fair. Gentle breeze from N. by E. Finished distilling at 3. Paid monthly money to men of crew.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M. Fair. Gentle NE. breeze. Sent liberty party ashore at 5.15. Barometer steady.

W. O. Wilcox
Lieutenant U.S.N.

From 8 P.M. to Mrid. Overcast and cloudy. Light breezes from N. by E. Winds from NE.

R. D. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—885

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to buoy off Newport, R. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Hael.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				E. by N.	N. by E.	1-2			30.43	67	32	31		b.c.m.	cumuli	3	
2				North	"	1			30.43	67	32	31		o.c.m.	"	0	
3				"	"	2-3			30.43	67	32	31		"	"	0	
4				N E	"	2			30.43	66	32	31		"	"	0	
5				E. N E.	"	2			30.43	64	32	31		"	"	0	
6				N. by E.	"	1			30.45	63	32	31		"	"	0	
7				North	North	1-2			30.48	64	32	31		"	"	0	
8				"	"	2			30.50	64	32	31		"	"	0	
9				N by E.	N E.	0-1			30.50	60	32	31		"	"	0	
10				N E by N.	N by E.	1			30.53	55	33	32		b.c.m.	cumulostat.	1	
11				N E.	Variable	0-1			30.51	54	35	33		"	"	6	
Noon.				"	"	0-1			30.57	54	35	33		"	"	5	

Position at 8 A. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Position at noon: { Latitude by observation ° ′ ″
Longitude by observation ° ′ ″
Latitude by D. R. ° ′ ″
Longitude by D. R. ° ′ ″

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ′ ″
Longitude by ° ′ ″

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at noon, 2500 "

Coal consumed during the preceding 24 hours, 1 tons, 2000 lbs.

Coal remaining on hand at noon, 126 " 1040 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Hael.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1				S. by E.	South	1			30.46	60	49	45		b.c.m.	cumu.	5	
2				S. South	"	1			30.46	61	42	42		"	"	5	
3				S. by W.	S. by W.	2			30.47	61	40	38		"	"	3	
4				S. S W.	S W.	2			30.46	61	40	38		"	"	4	
5				S W.	W. S W.	2			30.47	61	37	36		"	"	6	
6				West	"	2			30.47	62	36	35		"	"	9	
7				N W.	"	2			30.48	64	35	34		b.	rain	10	
8				"	"	2			30.49	66	35	34		"	"	10	
9				N. N W.	"	1			30.50	67	35	34		"	"	10	
10				S E.	West	1			30.50	67	35	34		"	"	10	
11				S by E	Variable	0-1			30.50	67	34	33		b c.	cum. strat.	4	
Mid.				S by E.	"	0-1			30.50	67	34	33		o c. m.	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Saturday, January 16, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Cloudy to overcast. Light airs to gentle breeze from N by E. Steady barometer.

L. M. Nance
Ensign U. S. N.

From 4 to 8 A.M.
Overcast and misty. Light airs to light breeze from N by E. to the North. Executed morning orders. Received fresh provisions, 141/4 lbs. each of beef and vegetables and 113 lbs. bread.

W. O. Hulme
Lieutenant U. S. N.

From 8 A.M. to Merid.
Overcast to fair and pleasant. Light N Ely airs and calms. Torpedo boat Cushing went up the Bay. Received service official mail from Commandant of Station.

R. D. Tisdale
Ensign U. S. N.

From Merid. to 4 P.M.
Cloudy and pleasant. Light airs to light breeze from South to S W. Received from Naval Training Station with bag hammock and necessary transfer papers, A Pilots Exp. 2cl. Torpedo boat Cushing came into harbor at 1.15.

L. M. Nance
Ensign U. S. N.

From 4 to 8 P.M.
Clear to cloudless. Light breeze from W S W. Moonlight.

R. D. Tisdale
Ensign U. S. N.

From 8 P.M. to Mid.
Clear to overcast and hazy. Light Westerly airs to calms. Steady barometer.

L. M. Nance
Ensign U. S. N.

Examined and found to be correct.

John W. Stewart
Lieutenant U. S. N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Third Rate,

Moored to Buoy, Newport, R. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.																	
1				S.S.W.	W.S.W.	1			30.52	66	35	34		b.c.	cum.	2	
2				S.W.	"	1			30.53	64	34	33		"	"	8	
3				South	Calm	0			30.53	63	32	31		b.m.	none	10	
4				S. by W.	"	0			30.53	62	31	31		b.c.m.	cir.	8	
5				South	"	0			30.53	62	31	31		"	cir. cum	4	
6				S.E.	"	0			30.54	60	31	31		"	"	7	
7				N. N.E.	"	0			30.54	66	31	31		"	"	4	
8				N. by W.	"	0			30.56	59	33	33		o.c.f.	"	0	
9				North	"	0			30.57	58	34	33		o.c.m.	cum	0	
10				N.N.E.	"	0			30.56	59	35	35		o.c.mod.	cum.cumb	0	
11				South	S. by W.	3-4			30.52	60	40	39		o.c.mg.	"	0	
Noon.				"	South	4			30.50	63	41	40		"	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 2000 "

Coal consumed during the preceding 24 hours, 1 tons, 1040 lbs.

Coal remaining on hand at noon, 125 " — "

P. M.																	
1				South	South	4-5			30.47	64	41	39		o.c.m.g.	cum.strat	0	
2				"	"	4-5			30.43	64	41	39		"	"	0	
3				S. by W.	"	4-5			30.42	62	41	39		"	"	0	
4				"	"	4-5			30.41	62	41	39		"	"	0	
5				"	"	4-5			30.38	62	42	40		"	"	0	
6				South	"	4-5			30.32	63	41	39		"	"	0	
7				"	"	5			30.29	67	41	39		"	"	0	
8				S.S.W.	"	5			30.29	67	41	39		o.c.m.d.	cum.cumb	0	
9				S.S.E.	"	5			30.24	66	41	40		"	"	0	
10				S. by E.	"	5-6			30.17	68	42	41		o.c.m.g.	"	0	
11				"	"	5-7			30.13	69	44	43		"	"	0	
Mid.				"	"	6-8			30.07	70	46	44		o.c.m.g.p.	"	0	

under the command of Commander E. T. Strong, U. S. Navy,

Sunday January 17, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy first part of watch clear latter part. Calm and light airs from N. & W. Barometer steady Temperature falling thro steady.

J. N. Jordan.
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast ~~and~~ cloudy, misty to foggy Calm Received in Supplies and Accounts for issue to crew, following fresh provisions, 113 lbs. bread, 141 1/4 lbs. beef, 141 1/4 lbs. vegetables.

R. S. Lindsley
Ensign U.S.N.

From 8 A.M. to Mid.

Overcast and cloudy. Calm first half Gentle to moderate breze from S.by W. to East. Falling barometer. Had quarters at 9.30. Commanding Officer inspected ship. Left all hands to muster and presented D. Smith B.M. 2cl and J. Petersen, P.C. 3cl. with good conduct badges. Held Divine Service. J. Harbor, Cde. absent on leave.

L. M. Nance
Ensign U.S.N.

From Mid to 4 P.M.

Overcast cloudy threatening. Moderate to stiff breze from South. Barometer falling. Water boat came alongside. Received on board 1042 gallons fresh water for drinking purposes.

J. N. Jordan.
Lieutenant U.S.N.

From 4 P.M. to 8 P.M.

Overcast and cloudy with light drizzle last hour. Moderate to stiff breze from South. Barometer falling. Sent steam launch to the Training Station to secure for the night.

L. M. Nance
Ensign U.S.N.

From 8 P.M. to Mid.

Overcast cloudy, misty, passing showers, threatening weather. Stiff breze to moderate gale from South. Barometer falling rapidly. Riding to two anchors and ebb current first part of watch, riding to wind latter part of watch.

J. N. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-95

LOG of the UNITED STATES Ship Essex Third **Rate,**

Moored to Buoy off Newport R I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.																	
1				South	South	6-8			30.01	62	45	44		O. c. m. q. p.	cum. nimb.	0	
2				"	"	6-8			29.98	62	47	46		"	"	0	
3				"	"	8			29.90	62	47	47		o. c. m. q. r.	"	0	
4				"	"	8-9			29.85	62	42	42		"	"	0	
5				S. S W.	S. S W.	7-9			29.80	66	45	45		"	"	0	
6				S W by S.	"	7-9			29.78	68	47	46		o. c. m. q. p.	"	0	
7				S W	S W.	6-8			29.75	70	48	47		"	"	0	
8				"	W S W.	5-6			29.73	70	48	47		"	"	0	
9				S W. by W.	"	3-4			29.74	70	45	45		o. c. m.	stub.	0	
10				W. by S.	W. by S.	3			29.74	68	45	45		"	"	0	
11				W. N W.	N W.	3-8			29.76	66	45	43		b. c. m. q.	"	1	
Noon.				N W. by W.	W. N W.	3-5			29.77	64	43	40		o. c. m. r.	"	0	

Position at 8 A. M. { Latitude by ° ' "
Longitude by ° ' "

Position at noon: { Latitude by observation ° ' "
Longitude by observation ° ' "
Latitude by D. R. ° ' "
Longitude by D. R. ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by ° ' "
Longitude by ° ' "

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water received during the preceding 24 hours, 800 "

Water remaining on hand fit for use at noon, 22200 "

Coal consumed during the preceding 24 hours, 2 tons, 2160 lbs.

Coal remaining on hand at noon, 122 " 80 "

P. M.																	
1				W. by S.	W. N W.	3-4			29.76	64	45	43		b. c.	cum. nimb.	5	
2				N W. by W.	N W.	4-6			29.81	63	40	37		b. c. q. p.	"	5	
3				N W.	"	6-8			29.86	62	40	35		b. c. q.	cum.	8	
4				"	"	6-8			29.92	60	38	33		"	"	8	
5				"	"	6-8			29.97	65	34	31		"	cum. stub.	7	
6				"	"	7-9			30.04	65	32	28		"	"	7	
7				"	"	7-9			30.07	66	30	27		"	cir. cum.	7	
8				"	"	7-9			30.09	67	28	28		"	"	8	
9				"	"	7-9			30.14	66	25	22		"	cum.	9	
10				"	"	7-9			30.18	64	23	21		"	"	9	
11				"	"	7-9			30.21	63	22	20		"	"	9	
Mid.				W. N W.	"	7-9			30.25	62	21	19		b. q.	none	10	

under the command of Commander E T Strong, U. S. Navy,

Monday January 18, 1897..

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast misty and squally with passing showers first half then almost continuous rain. Fresh breze to strong gales from South. Barometer falling rapidly.

J. E. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast cloudy and rainy Fresh breze to strong gales in squalls from South to S.W. first part, moderating to stiff breze at end of watch and veering to W.S.W. Falling Barometer.

L. M. Nance
Ensign U.S.N.

From 8 A.M. to Merid.

Overcast cloudy misty first part of watch clearing latter part. Gentle to moderate breze with stiff to fresh squalls from W.S.W. hauling to N.W. Barometer steady then rising Turned hands for sea: sea clothes lines: made preparations for getting in steam launch. Received on board sea stores. At 9.00 made signal Sct. 4560. Constellation answered 904. Started fires under boilers A and C. J Haberer Lde, was declared a deserter from Jan. 17. 1897.

J. N. Jordan.
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair to clear, squally, heavy passing snow showers between 1 and 2. Gentle breze to moderate gale from W. N. W. and N.W. Barometer rising thermometer falling 0 1 1, hoisted steam launch. At 2.00, turned over engines. At 2.30 made Sct. 2121 (Permission to bank fires) Constellation answered and made 904 (Yes) Banked fires. Piped up bags. Apprentices engaged overhauling & making clothing.

J. E. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Clear and cold. Fresh breze to heavy gale from N.W. Barometer rising. Put extra stopper lashing on morning claim around the bitt.

J. N. Jordan.
Lieutenant U.S.N.

From 8 P.M. to Mid.

Clear and cold. Squally. Fresh breze to strong gale from N.W. Barometer rising.

J. E. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John W Stewart
Lieutenant U.S.N. Navigator.

4-469

LOG of the UNITED STATES — Ship Essex — Third Rate,

Moored to Buoy off Newport R.I.

Hours	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches. A	BAROMETER. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Odds.	State of the Sea.
A. M.																	
1				N.W.	N.W.	7-9			30.28	60	19	18		b.c.q.	cum.	8	
2				N.W. by W.	"	7-8			30.32	59	18	17		"	"	8	
3				W. N.W.	"	7-9			30.34	60	17	16		"	"	8	
4				N.W.	"	7-9			30.37	59	17	16		"	"	9	
5				"	"	7-8			30.44	58	14	13		"	"	9	
6				N.W. by W.	N.W. by W.	7-8			30.46	58	13	12		"	strat.	9	
7				"	"	7-8			30.49	61	13	12		"	cum.	8	
8				"	"	7-8			30.53	60	12	12		b	none	10	
9				N.W. by N.	N.W. by N.	6-8			30.56	59	10	10		"	"	10	
10				"	"	5-8			30.59	57	10	10		b.c.q.	cum.	9	
11				"	"	4-6			30.59	57	11	11		"	"	9	
Noon.				"	"	4-6		Mercurial	30.46	56	11	11		"	"	9	

Position at 8 A. M. { Latitude by / Longitude by } ° ' "

Position at noon: { Latitude by observation / Longitude by observation / Latitude by D. R. / Longitude by D. R. } ° ' "

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. since Departure 40° 40' N. " / Longitude by Chronometer from P.M. observation 70° 35' W. " }

Variation of compass: Chart 11° 00 W

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1700 "

Coal consumed during the preceding 24 hours, 2 tons, 1600 lbs.

Coal remaining on hand at noon, 119 " 720 "

Making passage from Newport R.I. to Barbados W.I.

P. M.								Mercurial							
1			6.2	S.S.E. 1/2 E.	W. N.W.	5		30.48	54	11	11	b.c.q.	cum.	9	
2	8	0	14.2	"	"	5		30.52	54	12	12	b.c.	"	9	
3	5	0	19.2	"	"	5		30.55	52	12	12	"	"	9	
4	7	8	27.0	"	"	5		30.56	48	12	12	"	"	9	
5	6	9	33.9	"	N.W.	5		30.60	44	11	11	41	"	7	L.
6	6	6	40.5	"	"	5		30.62	49	11	11	36	"	8	"
7	6	8	47.3	"	"	5		30.63	49	11	11	36	"	8	"
8	6	7	54.0	"	N. N.W.	5		30.62	54	11	11	36	"	8	"
9	6	3	60.3	"	"	5-6		30.64	56	18	18	38	"	7	Pt.
10	6	4	66.7	"	"	5-6		30.67	57	19	18	33	"	6	"
11	6	4	73.1	"	"	5		30.66	58	19	18	33	"	6	"
Mid.	6	2	79.3	"	"	5		30.64	58	20	19	38	"	5	"

73. 1

under the command of Commander E. T. Strong, U. S. Navy,

Tuesday January 19, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.
Clear and cold. Moderate to strong gale in squalls from NW. Barometer rising and temperature falling.

W. O. Hulme
Lieutenant U.S.N.

From 4 to 8 A.M.
Clear and cold. Fresh breze with heavy squalls from NW by W. to NW by N. Barometer rising.

J. W. Jordan
Lieutenant U.S.N.

From 8 A.M. to Merid.
Clear and very cold. Squally. Stiff breze to moderate gale first half. moderating to moderate to fresh breze from NW by N. At 9.30 mustered and inspected crew and apprentices at quarters. Instructed Divisions in stations for General Quarters. At 10.30 made Int. 4562 (permission to spread fires) Constellation answered and made 90 (Yes) Spread fires and made preparations for unmooring ship. At 11.55 made Int. 4890 (Permission to get underway) Constellation answered and made 90 (Yes). Called all hands unmoor ship. Draft of ship 14' 3" forward, 16' 9" aft. Tested magazine flood cocks and found them in working order.

J. C. Leahy
Lieutenant U.S.N.

From Merid. to 4 P.M.
Clear. Stiff NW. breze. At 12.05 slipped moorings and started out of Newport Harbor, Commanding Officer conning ship. At 12.55 took departure Brenton's Reef Lightship, distant 1/2 mile, set course S.S.E. 1/2 E. and put on patent log reading 6.1. Secured anchors for sea and unbent chains and sent them below. At 2.15 set topsails and jib, hove to with main topsail to mast, set spanker and at 2.40 unemployed crew. Threw squared away in course at 2.45 and set foresail and topgallant sails. At 2.50 released 2-hour gregorie, two at 3.00 and two at 3.10.

W. O. Hulme
Lieutenant U.S.N.

From 4 to 8 P.M.
Clear and cold. Stiff NWly breze. On course S.S.E. 1/2 E. (Pco) No change in sail. Day rd sunset. Moon rose at 5.55. Moderate NWly sea and swell. Banked fires.

R. B. Fiske
Ensign U.S.N.

From 8 P.M. to Mid.
Clear and cold. Stiff to fresh breze in squalls from N.NW. Barometer falling after first hour. On course S.S.E. 1/2 E. No change in sail. Moderate sea from NW.

L. M. Nomm
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-003

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport, R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	7	3	1														
1	5	9	85.2	S.SE.1/2 E.	North	4-5			30.64	58	20	20	35	b.c.	cum.	5	M.
2	5	0	90.2	"	N.NW.	4-5			30.68	59	20	20	35	"	"	4	"
3	5	3	95.5	"	"	4			30.68	60	21	21	35	"	"	4	"
4	4	1	99.6	"	North	3-4			30.64	61	21	21	36	"	"	4	"
5	3	3	2.9	"	"	2-3			30.66	61	21	21	35	"	cir. cum.	5	"
6	1	6	4.5	"	"	2			30.66	62	21	21	35	"	cum.	5	"
7	5	2	9.7	"	NE.	2			30.67	63	23	22	37	"	"	4	"
8	6	6	16.3	"	East	2			30.71	64	25	24	37	"	"	5	"
9	6	2	22.5	"	SE.	2			30.74	64	30	29	39	"	"	5	"
10	6	6	29.1	"	SE. by S.	2			30.75	62	28	28	40	"	"	6	"
11	7	0	36.1	"	"	2			30.75	62	32	30	41	"	cum.	5	"
Noon.	6	4	42.5	"	S. by E.	2			30.75	62	35	32	46	"	"	5	"

136.3 Distance by Log.

Position at 8 A. M. { Latitude by D. R — 40° 00' "N.
Longitude by obs° — 69° 29' "W.

Position at noon: { Latitude by observation — 39° 34' "N.
Longitude by observation — 69° 05' "W.
Latitude by D. R. — 39° 32' "N.
Longitude by D. R. — 69° 10' "W.

Course made good since preceding noon:

Distance made good since preceding noon: 148 miles.

Distance by Log since preceding noon: 136.3 miles.

Current per hour: Imaterial miles, set E.N.E. true.
(7 miles in 23 hours)

Position at 8 P. M. { Latitude by D. R. from Noon — 39° 03' "N.
Longitude by D. R. from Noon Observation — 68° 13' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1200 "

Coal consumed during the preceding 24 hours, 9 tons, 1600 lbs.

Coal remaining on hand at noon, 109 " 1360 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	7	7	50.2	S.SE.1/2 E.	S by E.	2			30.72	63	33	32	48	b.c.	cum.	6	M.
2	2	2	52.4	SE.by E.3/4 E.	E by S.	3			30.72	62	32	30	48	"	"	7	"
3	7	1	59.8	"	"	3			30.73	60	33	30	50	"	cum. strat.	6	"
4	7	0	66.8	"	"	3			30.71	60	33	30	48	"	"	3	"
5	6	5	73.3	"	"	4			30.66	61	34	33	51	o.c.	cum. strat.	0	"
6	6	4	79.7	SE. by S.	SE. by E.	4-5			30.63	65	35	34	50	"	"	0	M.
7	6	0	85.7	"	"	5			30.62	68	36	34	49	"	"	0	"
8	6	0	91.7	"	SE.	5			30.61	68	37	34	49	"	"	0	"
9	5	7	97.4	"	"	5			30.59	70	39	37	49	"	"	0	"
10	5	4	102.8	"	"	5			30.55	71	42	39	50	"	"	0	"
11	5	5	108.3	"	"	5-6			30.52	70	42	39	50	o.c.q.	"	0	"
Mid.	5	1	113.4	"	"	5-6			30.51	68	46	44	50	o.c.q.d.	"	0	"

75 2

under the command of Commander E. T. Strong, U. S. Navy,

Wednesday January 20, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and cold. Gentle to stiff breeze from N.N.W. to North. Barometer rising then falling. Steering a course S.S.E. 1/2 E. under topgallant sails, topsails, forsail, and jib. Temperature of water rose one degree last hour of watch.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and cold. Light to gentle breeze from North shifting to N.E. and East. Steering course S.S.E. 1/2 E. under topgallant sails topsails, forsail and jib at first. At 5.15 spread fore and at 5.50 hove to and coupled propeller. Filled away and commenced steaming S.S.E. in and fueled coal Olivette steam alone last half. Revolutions 40. Steam pressure 58 lbs.

J. B. Linsley
Lieutenant U.S.N.

From 8 A.M. to Meridn.

Clear and pleasant. Light breeze from S.E. to S. by E. At 9.30 mustered at quarters and then exercised manning gear. Barometer steady. Temperature of water rising. 46° at noon. Average revolutions 40. Steam 58 lbs.

M. McClure
Lieutenant U.S.N.

From Meridn. to 4 P.M.

Fair to cloudy. Light S.S.E. to S.E. by E. to gentle E.S.E. breeze. Clouding from N.N.W'd. By order of Commanding Officer changed course to S.E. by E. 3/4 E. (per) at 1.40 patent log 54.8. Olivette steam alone: Average steam pressure 55 lbs. Average revolutions 40. Sent boat sounding. Light N.E. by E. swell.

R. D. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Overcast and cloudy. Moderate to stiff breeze from E.S.E. to S.E. Barometer falling. Olivette steam alone. At 5.20 set jib, fortopmast staysail, trysail and spanker. Took in all sail at 5.35. Put two single reefs in topsails and furled them again. On course S.E. by E. 3/4 E. till 5.10, when by order of Commanding Officer changed course to S.E. by S., patent log 78. Moderate swell from E.N.E. Average steam pressure 55 lbs. Revolutions 39.

L. M. Nance
Ensign U.S.N.

From 8 P.M. to Midt.

Overcast cloudy threatening rain light drizzle last hour of watch. Stiff to fresh breeze from S.E. Barometer falling. Steering a course S.E. by S. under steam alone. Average revolutions 34. Average steam pressure 55 lbs. Sea increasing latter part of watch.

J. N. Jordan.
Lieutenant U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-883

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in fifths.	State of the Sea.
A. M.	7 5	2	17.7	S.E. by S.													
1	2	9	20.6	S.E. by E.	S.E. by S.	5-6			30.44	70	47	45	49	o.c.g.d.	cum.cumb	0	M.
2	4	0	26.5	"	S.E.	5-7			30.43	70	49	46	51	"	"	0	"
3	3	3	29.8	"	"	6-7			30.38	70	50	47	51	o.c.g.g.d.	"	0	"
4	2	7	32.5	"	"	7			30.32	72	52	49	57	b.c.g.d.	"	1	"
5	2	0	32.8	E. N.E.	"	5-7		7½	30.25	70	53	49	54	b.c.	"	1	"
6	2	0	Hauled in	"	"	5-7		7½	30.24	69	51	49	51	o.c.	"	0	"
7	2	0	"	"	"	6-8		7½	30.16	69	50	49	54	o.c.r.	"	0	"
8	2	0	"	"	"	6-8		7½	30.14	69	51	50	56	o.c.d.	"	0	"
9	1	0	"	E by N.	S.S.E.	6-8		5	30.12	68	54	54	54	o.c.g.a.	"	0	"
10	0	5	"	"	S. by E.	8		5	30.10	65	54	54	56	"	"	0	"
11	0	5	"	East	South	8		5	30.02	64	55	55	54	"	"	0	"
Noon.	0	5	"	E. by S.	S. by W.	8		5	29.92	66	56	56	54	"	"	0	"

100.8 Distance by Log

Position at 8 A. M.: Latitude by No observation D.R. 38° 56' "N.
Longitude by " " D.R. 67° 37' "W.

Position at noon: Latitude by observation No observation — ° — ' "
Longitude by observation " " — ° — ' "
Latitude by D. R. 38° 46' "N.
Longitude by D. R. 67° 46' "W.

Course made good since preceding noon:

Distance made good since preceding noon: —— miles.

Distance by Log since preceding noon: 100.8 miles.

Current per hour: —— miles, set —— true.

Position at 8 P. M.: Latitude by D.R. 39° 02' "N.
Longitude by D.R. 67° 18' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 400 "

Water remaining on hand fit for use at noon, 1100 "

Coal consumed during the preceding 24 hours, 3 tons, 640 lbs.

Coal remaining on hand at noon, 106 " 720 "

P. M.																	
1	1	0	Hauled in	S.E. by E	S.S.W.	7-8		6	29.85	69	57	57	56	o.c.g.p.	cum.cumb	0	R.
2	1	0	"	"	"	8-9		6	29.84	69	57	57	56	"	"	0	"
3	1	0	"	"	"	7-8		6	29.81	68	59	58	56	"	"	0	"
4	1	0	"	"	"	7-8		6	29.80	68	59	59	56	b.c.g.p.	"	3	"
5	0	5	"	S.E.	"	6-8		4	29.80	66	60	60	56	"	"	1	"
6	0	5	"	S. by E.	W. by W.	5-7		4	29.84	66	58	59	55	"	"	5	"
7	0	5	"	South	"	5-6		4	29.85	68	56	55	55	"	"	4	"
8	0	3	32.8	S.E.				4									
	0	7	33.5	"	N.N.W.	4-6		0	29.81	68	58	58	56	"	"	3	W.
9	3	9	37.4	"	"	4		0	29.83	67	54	53	56	"	"	3	"
10	2	6	40.0	"	"	3		0	29.84	67	52	50	56	o.c.l.	"	0	"
11	3	6	43.6														
	0	4	44.0	S. by E.	"	4		0	29.83	66	52	51	56	"	"	0	"
Mid.	4	0	48.0	"	S.W. by W.	4		0	29.80	66	51	50	56	"	"	0	"

21 0

4—955

under the command of Commander E. T. Strong, U. S. Navy,

Thursday, January 21, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast to cloudy and squally with light drizzling rain at times. Stiff to fresh breze from S.E. by S. and S.E. Barometer falling rapidly. Temperature of surface water rising. Steering course S.E. by S. until 12.40, when changed to S.E. by E. and steered it rest of watch. Under steam alone: Revolutions, 34: Pressure 50 lbs. At 3.30 commenced to let steam go down preparatory to banking fires.

J. B. Luby
Lieutenant U.S.N.

From 4 to 8 A.M.

Overcast. Occasional drizzle first part raining last part. Fresh breze to moderate gale from S.E. only an occasional squall having the force of 8. Sea moderate. At 4.03 unemployed Recd. set for topmast staysail, main topsail and fore of spanker and lay to. Banked fires and started distiller. At 4.20 Hoved main topsail, took a reef and then set it. Secured everything for heavy weather. Barometer fell rapidly 1st and 2nd hours of watch and slowly 3rd and 4th hours.

M. Haynes
Lieutenant U.S.N.

From 8 A.M. to Mid.

Overcast, cloudy and rainy. Moderate gale from S.E. to S by W. Lying to. At 9.30 set for storm staysail and took in for topmast staysail. Moderate to rough sea from S.E. to S.S.E. Barometer falling rapidly. Banked fires.

R. D. Tisdale
Ensign U.S.N.

From Mid. to 4 P.M.

Overcast and cloudy. Occasional light rain. Fresh breze to moderate and strong gales from S.S.W. Barometer falling. Lying to under sail as in previous watch. Put on made and main topsail preventer braces. Rough sea from S.S.W.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Overcast and cloudy occasionally clearing overhead. Moderate to fresh breze with heavy squalls first part of watch. Barometer rising then falling. Rough sea decreasing latter part of watch. Lying to under same sail as preceding watch until 7.35 when made sail to topsails and forsail, shaking out all reefs, hauled up spanker and steered a course S.S.E. Put on patent log reading 32.8.

J. W. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy to overcast, lightning to S'd last three hours. Gentle to moderate breze from W.N.W. and N.W. by W. Long sea from S.W. Barometer rising until 10, then falling. Steering course S.S.E. under fore storm staysail, forsail, topsails and main topsail until 10.55, when changed to S. by E. At 11.15 set fore topmast staysail.

J. B. Luby
Lieutenant U.S.N.

Examined and found to be correct.

John M. Timmerman
Lieutenant U.S.N. Navigator.

4-365

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Barbados W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.	21	0															
1	4	4	52.4	S. by E.	N.W. by N.	4			29.82	65	51	50	56	o.c.	cumuli	0	R.
2	4	7	57.1	"	"	4			29.82	65	51	49	56	"	"	0	"
3	4	8	61.9	"	"	4			29.85	65	50	49	56	o.c.d.	"	0	"
4	5	6	67.5	"	"	5			29.85	65	50	48	56	o.c.	"	0	R.L.
5	6	8	74.3	S.E. by S.	"	6			29.86	66	49	48	56	"	"	0	"
6	7	6	81.9	"	"	6			29.86	66	49	48	58	"	"	0	"
7	7	0	88.9	"	"	5-6			29.88	66	50	48	57	b.c.	"	1	"
8	6	6	95.5	"	"	5			29.89	66	50	48	58	"	stratus	3	"
9	7	3	2.8	S.E.	N.W.	7			29.94	63	51	49	61	"	"	6	R. & B.
10	5 2	0 2	7.8 10.0	"	"	7			29.97	64	53	51	63	"	cir.cumu.	4	"
11	6	8	16.8	"	"	7			29.97	63	54	52	63	"	"	7	"
Noon.	6	5	23.3	"	"	7			30.00	64	55	53	64	"	"	6	"

96.3 Distance by Log

Position at 8 A. M.: Latitude by D.R. from Noon 38 ° 10 ' " N.
Longitude by Observations 65 ° 33 ' " W.

Position at noon: Latitude by observation 37 ° 53 ' " N.
Longitude by observation 64 ° 56 ' " W.
Latitude by D. R. 37 ° 52 ' " N.
Longitude by D. R. 66 ° 35 ' " W.

Course made good since preceding noon: S.E. by E 1/2 E.

Distance made good since preceding noon: 140 miles.

Distance by Log since preceding noon: 96.3 miles.

Current per hour: 1 miles, set East true.

Position at 8 P. M.: Latitude by 37 ° 26 ' " N.
Longitude by 64 ° 16 ' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water distilled during the preceding 24 hours, 1600 "

Water remaining on hand fit for use at noon, 2300 "

Coal consumed during the preceding 24 hours, 1 tons, 1760 lbs.

Coal remaining on hand at noon, 104 " 1200 "

P. M.																	
1	6	1	29.4	S.E.	N.W.	6-7			30.01	64	55	53	61	b.c.	cum.	6	R.L.
2	5	8	35.2	"	"	6			30.01	63	56	54	59	"	"	6	"
3	6	0	41.2	"	"	6			30.01	63	56	54	58	"	"	6	"
4	0 5	8 8	42.0 47.8	S.E. by E.	W.N.W.	6			30.01	63	56	55	59	"	"	6	"
5	6	1	53.9	"	"	5			30.01	62	56	55	66	"	cum.nimbi	3	R.
6	2 3	5 2	56.4 59.6	S.E.	"	4-5			30.01	64	56	55	66	b.c.p.	"	3	"
7	5	1	64.7	"	N.W.	4			30.00	65	55	55	68	b.c.	"	5	"
8	5	8	70.5	"	"	4-5			29.99	65	57	56	70	"	"	4	"
9	6	2	76.7	"	N.W. by W.	4-5			29.97	66	57	57	69	"	"	4	"
10	6	6	83.3	"	"	5			29.95	66	58	58	69	"	"	3	"
11	6	7	90.0	"	W.by W.	6			29.95	65	59	59	67	"	"	3	"
Mid.	5	2	96.2	"	S.W.	4-5			29.92	65	57	57	65	b.c.p.	"	2	"

71. 9

under the command of Commander E. T. Strong, U. S. Navy,

Friday January 22, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast Moderate to stiff breeze from N.W. by N. Ships under sail alone, fore topmast and fore storm staysails, foresail, topsails and main tiysail. Sea rough with long swell. At 4, changed course to S.E. by S., p.l. 67 5. Fires banked.

W. W. Hulme
Lieutenant U.S.N.

From 4 to 8 A.M.

Generally overcast and cloudy. Fresh breeze from N.W. and N.W. by N. On course S.E. by S. At 4.30 took in main tiysail and at 5.30 the fore storm staysail. Ships rolling a good deal. Hauled fires in boilers A. & B.

R. L. Tisdale
Ensign U.S.N.

From 8 A.M. to Midd.

Cloudy and pleasant. Fresh breeze from N.W. Rising barometer. On course S.E. by S. under sail as at end of previous watch. At 9.40 by order of Commanding Officer changed course to S.E. p.l. 78. J. J. Wicks W.K. at A 2 cl. reported the expiration of his enlistment and was this day honorably discharged from the U.S. Naval Service. Ships rolling heavily to rough broken sea, from N.W. Pharmacy roll observed 42° to port.

L. McNamee
Ensign U.S.N.

From Midd. to 4 P.M.

Clear and pleasant. Fresh breeze from N.W. to W.N.W. Barometer steady. Moderate swell from N.W. and long easy swell from S.W. Steering a course S.E. under same sail as preceding watch. At 2.00 set topgallant sails. At 3.12 by order of Commanding Officer changed course to S.E. by E. Engaged in setting up topmast rigging, royal and topgallant backstays.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy to fair. Light passing showers second hour. Moderate to stiff breeze from W. by N. N.W. and N.W. by W. Steering course S.E. by E. until 5.25, when changed to S.E. Under fore topmast staysail, foresail, topsails and topgallant sails.

L. C. Ludy
Lieutenant U.S.N.

From 8 P.M. to Midd.

Cloudy. Passing showers last hour. Stiff to moderate breeze from N.W. to S.W. by W. At 10.15 took in and furled topgallant sails. Barometer falling 29.92 at end of watch. As wind hauled, braced up and put yiggins on weather topmast backstays.

W. W. Hulme
Lieutenant U.S.N.

Examined and found to be correct.

John W. Timmons
Lieutenant U.S.N. Navigator.

4—865

LOG of the UNITED STATES Ship Essex Fluid Rate,

Making passage from Newport, R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	7	9															
1	3	5	98.6	SE.	SW.	4-6		1/2	29.90	65	57	57	64	o.c.p.l.	cumuli	0	M.
2	6	0	4.6	"	W.SW.	5-7		1/2	29.84	65	57	56	65	b.c.p.g.l.	cum.	4	"
3	2	4	7.0	"	"	5-6		1/2	29.76	62	58	56	65	"	"	4	"
4	4	8	11.8	"	"	6		1/2	29.74	62	60	60	65	"	"	6	"
5	6	0	17.8	"	"	6		1/2	29.67	62	60	59	65	b.c.p.	cum.nimb.	3	"
6	6	6	24.4	"	"	6-8		1/2	29.62	62	60	58	66	b.c.p.l.g.	"	2	"
7	2	0	26.4 Hauled	South	"	6-9		4	29.62	62	58	56	66	"	"	1	"
8	1	0	"	W.SW.	NW.	6-8		6	29.53	66	55	54	66	o.c.p.l.g.m.	"	0	R.
9	0	5	"	"	"	6-7		4	29.55	62	54	53	67	o.c.g.p.	"	0	M.
10	0	5	"	SW. by W.	NW. by N.	4-5		4	29.55	62	54	53	65	"	"	0	"
11	0	5	"	"	"	5-7		4	29.52	62	54	53	65	o.c.g.r.	"	0	"
Noon.	0	5	"	"	NW. by W.	6-9		4	29.51	62	54	53	65	"	"	0	R.

106.2 Distance by log

Position at 8 A. M.: Latitude by D.R. 36 ° 51 ' " N
Longitude by D.R. 63 ° 20 ' " W.

Position at noon: Latitude by observation — ° — ' "
Longitude by observation — ° — ' "
Latitude by D. R. 36 ° 50 ' " N
Longitude by D. R. 63 ° 19 ' " W.

No observation

Course made good since preceding noon:

Distance made good since preceding noon: miles.

Distance by Log since preceding noon: 106.2 miles.

Current per hour: ——— miles, set ——— true.

Position at 8 P. M.: Latitude by D. R. 36 ° 39 ' " N
Longitude by D. R. 63 ° 02 ' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water distilled during the preceding 24 hours, 600 "

Water remaining on hand fit for use at noon, 2400 "

Coal consumed during the preceding 24 hours, 1 tons, 640 lbs.

Coal remaining on hand at noon, 103 " 560 "

P. M.																	
1	1	0	Hauled in	SW.	NW.	7-10		4	29.46	62	55	53	66	o.c.m.g.	cumuli	0	R.
2	1	0	"	"	"	8-12		5	29.51	61	52	50	66	b.c.m.g.l.	"	6	"
3	1	0	"	SW. by W.	"	9-11		7	29.52	60	52	50	65	"	"	4	R.M.
4	1	0	"	SW.	"	9-11		7	29.53	60	55	52	65	o.c.m.g.	"	0	"
5	1	0	"	"	"	9-11		7	29.52	62	55	52	65	"	"	0	"
6	1	0	"	"	"	10-11		7	29.54	62	55	52	65	o.c.m.g.l.	"	0	"
7	1	0	"	"	"	10-11		7	29.58	64	55	53	65	"	"	0	"
8	1	0	"	"	"	10		7	29.61	64	49	47	65	b.c.b.g.l.v.	"	3	"
9	1	0	"	SW. by W.	"	9-11		8	29.65	63	50	47	65	b.c.g.p.l.	"	4	"
10	1	0	"	"	"	9-12		8	29.69	60	50	47	65	"	"	3	"
11	1	0	"	W. SW.	NW. by N.	9-11		8	29.72	60	50	47	65	"	"	4	"
Mid.	1	0	"	"	"	10-12		8	29.74	60	50	47	65	b.c.g.p.l.	"	4	"

12.0

4—265

under the command of Commander E T Strong, U. S. Navy,

Saturday January 23, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M. Generally cloudy Stiff to very fresh breeze in squalls from NW. to N.NW. Steering course SE except when rounding off for few minutes during squalls. Under topsails forksail and fore topmast staysail At 2.45 took two reefs in topsails set main topsail and at 3 the fore & spanker. Barometer falling rapidly first part of watch Lightning to N Wd. Moderate sea. Steam under boiler for heating and distilling.

R D Tisdale
Ensign U.S.N.

From 4 to 8 A.M. Cloudy to overcast. Fresh breeze to moderate and strong gales in squalls. Falling barometer Lightning and heavy rain in squalls. On course SE under sail as at end of previous watch, till 6.10 when called all hands and took in and furled foresail, fore topsail and fore topmast staysail. Close reefed main topsail and set fore storm staysail. Put on preventer topmast backstays. Moderate to rough sea. Distilling.

L McNamee
Ensign U.S.N.

From 8 A.M. to Midd. Overcast, cloudy, rain and heavy showers Moderate to fresh breeze with very heavy squalls from NW by W. to N.W by W. Barometer steady then falling. Moderate to rough sea from NW. Laying to under same sail as preceding watch, hauled out head of main topsail and spanker and hauled them down again. Crew at work setting up topmast backstays.

J. W. Jordan
Lieutenant U.S.N.

From Midd. to 4 P.M. Overcast to fair. Frequent violent squalls with hail and rain. Blowing a gale increasing in squalls to hurricane force at times, from NW. hauling slightly to W in the squalls. Barometer falling rapidly until about 1.30 when it commenced to rise after the heaviest squall of the afternoon. Using steady rest of watch. Lying to on starboard tack, under fore storm staysail, close reefed main topsail, fore of main topsail and fore of spanker. At 1.40 took in and furled main topsail. Got up and hove mizzen storm staysail and storm mizzen. Shifted in fore and main rigging. Got one fore pit bags on starboard side Battened down hatches on open deck. Ship rolling and pitching deeply to a rough sea at first, increasing to a rough heavy sea last half. J. J. Hicks, was enlisted as a Master at Annex's class for three years from this date.

L. Landry
Lieutenant U.S.N.

From 4 to 8 P.M. Overcast generally. Rain and hail squalls. Occasional lightning Blowing a heavy gale from NW. Sea rough and heavy. Shipped spar tiller and lead out relieving tackles. Furnished battening down and secured cabin and Wardroom skylight extra. Barometer rising slowly all the watch.

W O Rulon
Lieutenant U.S.N.

From 8 P.M. to Midd. Cloudy Inclined to strong gales in squalls from NW. and NW. by W, particularly violent last hour, the two most violent squalls being at 9.50 and 11.10, when wind blew with hurricane force. Very rough and heavy sea, and ship rolling deeply; at times putting lee rail and boats under water. Shipped one heavy sea over weather rail. Lying to as in previous watch. No change in sail. Barometer slowly rising. Lightning to NE. From after 11 o'clock.

R D Tisdale
Ensign U.S.N.

Examined and found to be correct.

John M Stewart
Lieutenant U.S.N. Navigator.

4—88

LOG of the UNITED STATES Ship Essex, Third Rate,

Making passage from Newport, R. I. to Barbados, W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.	12	0															
1	1	0	Hauled in	SW.	NW. by N.	9-11		7½	29.76	60	50	47	66	b.c.q.g.p.	cum.cirr.	4	R.H.
2	1	0	"	"	"	9-11		7½	29.78	60	50	48	65	"	"	5	"
3	1	0	"	SW. by W.	"	10-12		7½	29.83	60	51	49	65	"	"	4	"
4	1	0	"	"	"	9-11		7½	29.84	60	51	49	65	"	"	2	"
5	1	0	"	"	NW.	9-11		5	29.87	60	51	49	65	"	"	2	"
6	1	0	"	W. SW.	"	8-10		5	29.92	60	52	49	65	b.c.q.	"	2	"
7	1	0	"	"	"	8-10		5	29.94	60	52	49	66	"	"	2	"
8	1	0	"	"	"	7-10		5	29.93	60	53	49	65	"	"	3	"
9	1	0	"	"	NW. by N.	8-10		6	29.97	60	54	49	66	"	"	3	"
10	1	0	"	"	NNW.	8-9		5	29.97	62	55	52	66	b.c.q.g.	"	3	"
11	1	0	"	"	"	8-9		5	29.97	61	55	51	66	"	"	3	"
Noon.	1	0	"	"	"	8-10		5	29.96	62	55	52	66	"	"	2	"

24.0 Distance by Log

Position at 8 A. M.: Latitude by D. R. 36 ° 22 ' " N.; Longitude by D. R. 62 ° 41 ' " W.

Position at noon: Latitude by observation — No observation; Longitude by observation — ° ' "; Latitude by D. R. 36 ° 13 ' " N.; Longitude by D. R. 62 ° 31 ' " W.

Course made good since preceding noon: SE. by E.

Distance made good since preceding noon: 50 miles.

Distance by Log since preceding noon: 24. miles.

Current per hour: ——— miles, set ——— true.

Position at 8 P. M.: Latitude by D. R. 35 ° 59 ' " N.; Longitude by D. R. 62 ° 09 ' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 500 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1900 "

Coal consumed during the preceding 24 hours, 1 tons, 1440 lbs.

Coal remaining on hand at noon, 10 " 1360 "

P. M.																	
1	1	0	Hauled in	W. by S.	N. by W.	7-9		6	29.91	62	55	52	66	o.c.q.d.	cum.cirr.	0	R.
2	1	0	"	"	"	6-8		6	29.91	62	55	52	64	o.c.q.p.	"	0	"
3	1	0	"	"	"	6-8		6	29.92	63	56	53	64	"	"	0	"
4	1	0	"	"	"	5-7		6	29.93	63	56	54	65	o.o.q.d.	"	0	L.
5	2	5	2.6.4	SE.	"	5-6			29.96	64	56	54	66	b.c.p.	"	3	"
6	5	8	34.7	"	"	5-6			29.98	63	56	54	67	b.c.m.	"	1	"
7	5	3	40.0	"	"	5			29.99	63	56	54	67	"	"	2	"
8	4	5	44.5	"	NW. by W.	5			30.01	63	58	55	66	"	"	3	"
9	5	5	50.0	"	W. SW.	5			29.98	63	58	55	66	"	"	4	"
10	6	5	56.5	"	SW.	5		½	29.97	63	58	55	66	b.c.p.q.	"	4	"
11	8	0	64.5	"	"	5-6		½	29.96	63	57	55	66	"	"	3	"
Mid.	8	5	73.0	"	"	6-7		½	29.93	64	57	53	66	"	"	3	"

50. 6

under the command of Commander E. T. Strong, U. S. Navy,

Sunday January 24, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy with passing rain squalls. Strong to heavy gales and hurricane force in squalls from N.W. by W. Rising barometer. Heavy sea running with the wind. Lying to under fore storm staysail, fore of main trysail and fore of spanker. Occasional lightning in squalls.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Fair, occasionally clouding over. Fresh breeze to moderate gale, with heavy squalls decreasing towards end of watch from N.W. Barometer rising. Rough sea from N.W. Laying to under same sail as preceding watch. Using oil bags on the weather side.

J. W. Jordan
Lieutenant U.S.N.

From 8 A.M. to Noon.

Cloudy and squally, with light passing showers. Moderate gale to gale from N.W. by W. and N.N.W. Barometer rose first hour, then steady, fell slightly last hour. Rough heavy sea from N.W. and W.N.W. Lying to under fore storm staysail, fore of main trysail and fore of spanker. At 9.30 set clear reefed main topsail. Uncovered hatches in after deck except engine and fore room hatches.

J. Lucas
Lieutenant U.S.N.

From Noon to 4 P.M.

Generally overcast. Squally. Light passing showers. Fresh breeze to gale from N. by W. Noon and sea moderating towards end of watch. Ran off new topsail halliard reeved unshipped spare tiller. Loosed fore topmast staysail, forecast and fore topsail, preparatory to running off. Barometer rising cloudy. By order of Commanding Officer, J. J. Hicks, Master at Arms 3 class, was rated Master at Arms 2 class.

W. Ottalie
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast to cloudy. Stiff N.N.W. breeze. At 4.10 set double reefed fore topsail and forecast, taking in main trysail and spanker. At 4.30 squalls away, and put ship on course S.E. (p.c.) Shook out reefs in topsails, put on patent log reading 26.4. Long N.N.W. sea.

R. D. Tisdale
Ensign U.S.N.

From 8 P.M. to Noon.

Cloudy with occasional light drizzle first part. Stiff to fresh breezes from N.N.W. to N.W. Falling barometer. Out course S.E. under topsails forecast and fore topmast staysail. At 10 o'clock set main trysail and spanker. Moderate sea from N.W.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

J. Chuck Stewart
Lieutenant U.S.N. Navigator.

4—885

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Barbados, W.I.

Hour	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	TEMPERATURE. Air, Dry Bulb.	TEMPERATURE. Air, Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.	50	6															
1	8	1	81.1	SE.	SW. by W.	6-8		1/2	29.91	65	59	57	66	o.c.g.	cum-nim	0	Sm.
2	3	2	86.7	"	"	6-8		1/2	29.89	65	62	59	66	"	"	0	"
3	7	0	93.7	"	"	6-8		1/2	29.88	66	62	59	66	"	"	0	R.
4	3	0	99.2	S.SE.	"	7-9		1	29.87	66	62	59	66	"	"	0	"
5	4	5	37	SE.1/2 S.	"	7-9		1/2	29.86	67	64	61	65	b.c.g.p.	"	2	"
6	6	7	10.4	SE.	SW. SW.	7-9		1/2	29.85	67	63	61	65	b.c.g.	"	4	"
7	5	5	15.9	"	"	7-9		1/2	29.85	67	63	61	65	"	"	4	"
8	6 0	2 1	22.11 24.2	SE. by S.	"	7-10		1/2	29.85	67	64	61	65	b.o.g.p.	"	3	"
9	5	1	27.3	"	"	6-9		1/2	29.84	68	65	62	65	b.c.g.	"	4	R.B.N.
10	4	8	32.1	"	"	6-8		1	29.84	68	65	62	65	"	"	6	"
11	4	6	36.7	"	"	6-9		1 1/2	29.83	69	67	63	65	"	"	3	"
Noon.	4	8	41.5	"	"	6-9		1 1/2	29.85	70	66	63	65	"	"	2	"

119 1 Distance by Log.

Position at 8 A. M.: Latitude by D. R. from Noon 35° 18' "N.
Longitude by Observation 61° 17' "W.

Position at noon: Latitude by observation 34° 36' "N.
Longitude by observation 60° 57' "W.
Latitude by D. R. 35° 07' "N.
Longitude by D. R. 60° 26' "W.

Course made good since preceding noon: SE. by S.

Distance made good since preceding noon: 130 miles.

Distance by Log since preceding noon: 119.1 miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by D. R. from Noon 34° 59' "N.
Longitude by D. R. from Noon 60° 44' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 400 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1500 "

Coal consumed during the preceding 24 hours, 1 tons, 1120 lbs.

Coal remaining on hand at noon, 100 " 240 "

P. M.																	
1	4	7	46.2	SE. by S.	SW. SW.	7-10		1/2	29.83	70	66	63	64	o.c.g.p.	cum-nim	0	A.
2	1	5	Hauled in	South	SW. by S.	6-9		4	29.84	69	66	63	65	"	"	0	"
3	1	0	"	"	"	6-8		4	29.84	69	63	62	66	"	"	0	"
4	1	0	"	S. by W.	W. NW.	5-8		4	29.83	68	63	62	66	"	"	0	"
5	0	5	"	SW. by S.	NW. by W.	4		6	29.85	69	62	62	66	o.c.p	"	0	MB.
6	0	5	47.3	"	NW.	3-4		6	29.86	70	62	61	66	"	"	0	"
7	0 1	5 2	47.8 49.0	SE.	"	3			29.88	72	62	61	66	b.c.d.	"	3	"
8	3	0	51.9	"	NW. by W.	3-4			29.90	72	61	60	66	o.c.d.	"	0	S.
9	3	4	56.3	"	W. NW.	3-4			29.92	71	61	60	64	b.c.	"	3	SE.
10	4	2	59.5	"	"	3-4			29.92	70	62	61	64	b.c.d.	"	3	"
11	4	6	64.1	"	W. by N.	3-5			29.93	70	62	60	65	"	"	1	"
Mid.	5	7	69.8	"	"	4-6			29.92	70	63	61	65	b.c.	"	3	"

31 8

under the command of Commander E. T. Strong, U. S. Navy,

Monday, January 26, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast and cloudy, occasionally breaking away, thick haze clearing over the moon behind the clouds. Fresh to very fresh breeze with heavy squalls from S.W. by W. Barometer falling. Moderate sea, increasing, from the S.W. Steering a course S.E. under topsails, forsail, fore topmast staysail, spanker and main trysail. At 12.15 took in spanker and main trysail. At 1.00, took two reefs in topsails. At 2.15 took single reef in forsail. At 3.15 started to clear reef the topsails. At end of watch fore topsail was clear reefed and main topsail cleared down ready for reefing. Got up preventer braces.

D. N. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy and squally with passing showers. Fresh breeze increasing to strong gale and gale in squalls from S.W. by W. and W.S.W. Barometer fell slightly at first, steady last two hours. Rough sea from N.E. and N.N.E. Ship rolling deeply to leeward at times. Steering course S.E. until 7.56 when changed to S.E. by S. Under fore topmast staysail, forsail, close reefed fore topsail, with main topsail cleared down at first. Close reefed and set main topsail. At 7.15 set fore storm staysail and hauled down fore topmast staysail. Sounded upper deck with sand.

L. B. Austin
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Cloudy. Fresh breeze to strong gale from W.S.W. in squalls. Sail same as previous watch. Barometer about steady. Sea rough, broken and heavy. At 11.15 sighted a barque, off weather quarter, standing to E.N.E. At 10., started distillers.

M. Hulme
Lieutenant U.S.N.

From Meridian to 4 P.M.

Overcast and cloudy. Stiff breezes to moderate gale in squalls from W.S.W. to W.N.W.: heavy squall at 1 o'clock, attended with rain and thereafter frequent torrential rain squalls. At 1, took in fore topsail, and later the foresail furling both. Set the foot of main trysail and storm muzzler about 1.15. On course S.E. by S. until 1, when lay to on starboard tack. Rough sea. Both wind and sea moderating.

R. T. Tisdale
Ensign U.S.N.

From 4 to 8 P.M.

Generally overcast with occasional light drizzle. Gentle to moderate breeze from N.W. by W. to N. Rising. Barometer lying to under sail as at end of previous watch, till 5.40, when set double reefed fore topsail, whole foresail and fore topmast staysail. At 6.30 put ship on course S.E. p.c. 47.3. Took in fore storm staysail, main trysail and spanker. Heavy confused sea.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midnight.

Cloudy occasionally breaking away, passing showers of drizzling rain. Gentle to fresh breeze from W.N.W. to W. by N. Barometer nearly steady, slight fluctuations. Long cross sea from N.E. and N.N.E. Ship rolling deeply at times. Steering a course S.E. under same sail as preceding watch.

D. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W. Timmons
Lieutenant U.S.N. Navigator.

4-85

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Newport R. I. to Barbados W. I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.	3	8															
1	5	7	75.5	S.E.	West	5-7			29.92	70	63	61	65	b.c.q.	cum.-stratus	4	M.S.
2	6	1	81.6	"	"	6-7			29.92	69	63	61	65	"	"	6	"
3	6	4	88.0	"	"	6-7			29.92	69	63	60	65	"	"	3	"
4	6	4	94.4	"	W. by S.	6-8			29.92	68	63	60	65	b.c.q.p.	"	1	"
5	6	4	100.8	"	"	5-7			29.92	70	64	61	65	"	"	2	"
6	7	0	7.8	"	"	4-7			29.92	69	64	60	66	"	"	1	"
7	6	7	14.5	"	West	4-6			29.96	69	63	59	67	"	"	1	"
8	6	1	20.6	"	"	4-6			29.98	69	63	59	67	"	strat.	2	"
9	6	8	27.4	"	"	5-6			30.02	69	64	61	67	b.c.q.	cir.	3	"
10	6	6	34.0	"	W. by N.	5-6			30.03	70	65	62	67	b.c.	cum.-cumul.	4	L.
11	7	4	41.4	"	"	6-7			30.01	69	66	62	67	b.c.q.	"	3	"
Noon.	7	0	48.4	"	"	6-7			30.01	69	66	62	67	o.c.q.p.	"	0	"

110. 4 Distance by Log

Position at 8 A. M.: Latitude by D. R. from Noon 34 ° 18′ " N.
Longitude by Observation 59 ° 05′ " W.

Position at noon: Latitude by observation 34 ° 47′ " N.
Longitude by observation 58 ° 42′ " W.
Latitude by D. R. 34 ° 01′ " N.
Longitude by D. R. 58 ° 38′ " W.

Course made good since preceding noon: S.E½E.

Distance made good since preceding noon: 125 miles.

Distance by Log since preceding noon: 110.4 miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by D. R. from Noon 33 ° 14′ " N.
Longitude by Chronometer from P.M. observation 57 ° 26′ " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 1600 "

Water remaining on hand fit for use at noon, 2400 "

Coal consumed during the preceding 24 hours, 2 tons, 160 lbs.

Coal remaining on hand at noon, 98 " 80 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	BAROMETER. Ther. att'd.	TEMPERATURE. Air. Dry Bulb.	TEMPERATURE. Air. Wet Bulb.	TEMPERATURE. Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
P. M.																	
1	7	1	55.5	S.E.	W. by N.	6-7			30.00	70	66	64	67	b.c.q.p.	cir.-cum.	6	L.
2	7	5	63.0	"	"	6-7			30.01	70	66	63	67	"	"	3	"
3	7	1	70.1	"	West.	6-7			30.02	72	64	63	67	o.c.q.p.	cum.-cumul.	0	"
4	7	7	77.8	"	"	6-8			30.03	72	65	64	67	"	"	0	"
5	7	4	85.2	"	"	6-7			30.02	72	65	64	67	b.c.q.	"	2	"
6	6	6	91.8	"	"	5-7			30.04	71	65	64	67	"	"	5	"
7	6	4	98.2	"	"	5-7			30.07	71	65	64	67	b.c.q.p.	"	5	"
8	6	3	4.5	"	"	4-7			30.07	71	65	64	67	b.c.q.	"	6	"
9	6	6	11.1	"	"	5-7			30.10	70	65	65	67	b.c.q.p.	"	4	"
10	6	4	17.5	"	"	5-7			30.11	70	65	65	67	b.c.q.	"	5	"
11	6	2	23.7	"	W. by N.	5-7			30.13	70	65	65	67	"	"	3	"
Mid.	5	6	29.3	"	"	5-7			30.13	70	65	65	67	b.c.q.p.	"	4	"

80 9

under the command of Commander E J Strong, U. S. Navy,

Tuesday January 26, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Cloudy and squally Light passing showrs last hour. Stiff breze to moderate gale from West and N. by E. Barometer steady. Long sea from Westward. Steering course SE under fore topmast staysail, foresail, double reefed fore topsail and close reefed main topsail.

L. B. Lucky
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy. Moderate to fresh breeze N by E to the West, with occasional squalls and passing showrs. Barometer rising. Last two hours. Distilling. Steam in one boiler.

W. H. Stayton
Lieutenant U.S.N.

From 8 A.M. to Midd.

Cloudy Stiff to very fresh breeze from West and N by N, squally latter part of watch. On course SE (pc) At about 8.30 turned out reefs in topsails. At 11 took two reefs in topsails. Passing showrs at end of watch. Steering three hand of main yard, which was very loose on mast.

R. S. Lindale
Ensign U.S.N.

From Midd. to 4 P.M.

Cloudy to overcast. Passing rain squalls. Fresh breezes from N by W to West increasing in force to moderate gales in squalls last hour. Rising Barometer. On course SE, under double reefed topsails, foresail and fore topmast staysail. Pot rudder chain was found unshackled from rudder, hauled rud up and secured it.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Moderate to fresh breze with very fresh squalls from West. Barometer rising then steady. Steering a course SE under same sail as preceding watch. At 5.30 took close reef in topsails and single reef in foresail. Stopped distilling at 7.30.

J. W. Jordan
Lieutenant U.S.N.

From 8 P.M. to Midd.

Cloudy and squally with occasional passing showrs. Stiff to fresh breze from West and N. by N. Barometer rising. Long sea from Nd. and Wd. Steering course SE under fore topmast staysail, single reefed foresail and close reefed fore and main topsails.

L. B. Lucky
Lieutenant U.S.N.

Examined and found to be correct.

John Hubert Gibbons
Lieutenant U.S.N. Navigator.

4-885

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport, R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air. Dry Bulb.	Air. Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	80	9															
1	5	8	35.1	SE.	W. by N.	56			30.13	70	65	64	67	b.c.	cum. nimb	5	L.
2	5	3	40.4	"	"	4			30.13	69	65	65	67	"	"	6	"
3	5	3	45.7	"	"	4			30.13	70	65	64	67	"	"	4	"
4	5	6	51.1	"	"	4			30.14	69	65	64	67	"	"	5	"
5	4	9	56.0	"	"	4			30.15	70	65	63	67	"	"	4	"
6	4	7	60.7	"	"	4			30.16	70	65	63	67	"	strat.	3	"
7	5	5	66.2	"	"	4			30.18	70	65	63	67	"	"	2	"
8	5	9	72.1	"	"	4			30.23	70	65	62	67	"	"	2	"
9	4	1	76.2	"	"	4			30.23	70	67	62	67	"	"	2	"
10	3	6	79.8	"	West	4			30.23	70	67	62	67	"	"	2	"
11	3	6	83.4	"	W. SW.	4			30.24	70	67	62	67	"	"	3	"
Noon.	3	8	87.2	"	"	4			30.23	70	67	67	67	"	"	2	"

139.0 Distance by log

Position at 8 A. M.: Latitude by D. R. from Noon 33°01' N.
Longitude by Observation 56°09' W.

Position at noon: Latitude by observation 32°52' N.
Longitude by observation 55°55' W.
Latitude by D. R. 32°24' N.
Longitude by D. R. 56°32' W.

Course made good since preceding noon: E. ¾ E.

Distance made good since preceding noon: 151 miles.

Distance by Log since preceding noon: 139 miles.

Current per hour: miles, set true.

Position at 8 P. M.: Latitude by D. R. from Noon 32°38' N.
Longitude by Chronometer from P.M. observation 55°31' W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 600 "

Water remaining on hand fit for use at noon, 2400 "

Coal consumed during the preceding 24 hours, 1 tons, 1280 lbs.

Coal remaining on hand at noon, 96 " 1040 "

P. M.																	
1	3	7	90.9	SE.	W. SW.	3			30.22	69	69	65	67	b.c	cum. nimb strat	3	L.
2	3	7	94.6	"	"	3			30.22	69	68	65	67	"	"	2	"
3	3	6	97.2	"	"	3			30.23	70	66	65	67	"	"	2	"
4	0	7	97.9	SE ½ S	W. NW.	3			30.23	70	66	66	67	b.c. p.	"	2	"
5	2	3	100.2	S E by S	"	1-3			30.24	70	66	64	67	"	cir.	2	"
6	0	8	101.0	"	"	1-3			30.26	72	66	65	67	b.c.	cum strat	3	"
7	0	5	101.5	"	"	1-3			30.26	72	66	65	67	"	"	2	"
8	1	2	Hauled in	"	"	1			30.26	72	66	65	67	"	"	2	"
9	2	0	"	"	W. SW.	1-2			30.26	72	66	65	67	"	"	2	"
10	2	4	"	"	SW.	2			30.32	70	66	65	67	"	"	1	"
11	1	5	"	"	"	2		1/4	30.33	70	66	65	67	"	"	1	"
Mid.	2	4	"	SE.	SW. by S	2		1/4	30.33	72	66	65	67	o.c.m.	cum. nimb	0	"
	2	6	"	SE ½ E.	"	2		1/4	30.33	72	67	65	67	o.c. p.	"	0	"
				SE by E ½ E.	S. SW.	2		1/4	30.33	72	67	65	67	b.c.m.	"	4	"

30.7

6—205

under the command of Commander E T Strong , U. S. Navy,

Wednesday January 27 , 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Fair weather. Fresh to moderate N by W breze. Ship under fore topmast staysail, single reefed foresail and close reefed topsails. Barometer steady. Long swell. Steam in the boiler, fires banked.

W H Milne
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy. Moderate breze from N by W and W.N.W. Barometer rising. On course S.E. (p.c) At 6, Shook out reefs. Moderate sea. Red sunrise.

R K Tisdale
Ensign U.S.N.

From 8 A.M. to Merid.

Cloudy and pleasant. Moderate breze from N by W to W.N.W. On course S.E. At 9 o'clock Sound down main topsail and set up topmast backstays. Set it again at 9.35 At 10.05 took in foresail. Engaged in setting up lower rigging. Long swell from N.W. by W.

L McNamee
Ensign U.S.N.

From Merid. to 4 P.M.

Cloudy and pleasant. Light passing showers. Light airs to gentle breze from W.S.W. to W.N.W. Barometer rising slowly. Long swell from W.N.W. Steering a course S.E. under topsails and fore topmast staysail. At 1.45 set foresail. At 2.45, by order of Commanding Officer changed course to S.E. ½ S. Engaged in setting up main stay and fore and main rigging.

J.N. Jordan
Lieutenant U.S.N.

From 4 to 8 P.M.

Cloudy. Light airs to light breze from W.N.W., W.S.W. and S.W. Long swell from N.W. Barometer steady at first, rising last hour. Steering course S.E. ½ S. until 4.35 when changed to S.E. by S. Under fore topmast staysail foresail and topsails until 7.10, when set main topsail and spanker. Rigged out both quarter boats. At 5.25 hauled in patent log reading 2.5.

L du B
Lieutenant U.S.N.

From 8 P.M. to Mid

Overcast to cloudy with mist and passing showers. Light breze from S.W. to S.S.W. At 8.30 knocked off by wind hauling, after that full and by. Stopped distilling. Allowed fires to die out.

W H Milne
Lieutenant U.S.N.

Examined and found to be correct.

John Lyon Thompson
Lieutenant U.S.N. Navigator.

4-385

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Newport R.I. to Barbados W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in 10ths.	State of the Sea.
A. M.	30	7															
1	3	0	Hauled in	S.E. by E.	S.S.W.	3-4		/	30.31	71	67	65	67	b.c.q.	cumuli	3	Sm.
2	3	2	"	"	"	3-4		/	30.31	71	67	65	67	o.c.q.	"	0	"
3	3	2	"	"	"	4-5		/	30.31	71	67	65	67	o.c.q.g.	"	0	"
4	3	4	"	"	"	4-5		/	30.31	71	67	65	67	"	"	0	"
5	4	0	2.5	"	"	3-5		/	30.29	71	67	66	67	o.c.q.	"	0	"
6	4	7	7.2	"	"	4-6		/	30.27	71	68	67	67	b.c.q.	"	1	"
7	4	8	11.7	"	"	4-6		/	30.30	71	68	67	67	"	"	1	"
8	3	8	15.5	"	"	4-5		/	30.29	71	68	67	68	"	"	1	"
9	4	0	19.5	S.E. by E 1/2 E.	"	4-6		/	30.31	70	68	68	68	o.c.q.g.	"	0	"
10	3	8	23.3	"	"	4-6		/	30.31	70	69	69	68	b.c.q.g.	"	1	"
11	4	1	27.4	S.E. 1/2 E.	S.W. by S.	4-6		/	30.31	71	71	69	68	b.c.q.	"	4	"
Noon.	3	2	30.6	"	"	4-6		/	30.29	71	72	70	68	"	"	6	"

75 .6 Distance by log

Position at 8 A. M. { Latitude by D. R. 32 ° 25' " N.
Longitude by D. R. 54 ° 46' " W.

Position at noon: { Latitude by observation 32 ° 34' " N.
Longitude by observation — ° — ' " —
Latitude by D. R. 32 ° 22' " N.
Longitude by D. R. 54 ° 27' " W.

Course made good since preceding noon: E. by S.

Distance made good since preceding noon: 76 miles.

Distance by Log since preceding noon: 75.6 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. 32 ° 21' " N.
Longitude by D. R. 53 ° 55' " W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 600 gallons.

Water distilled during the preceding 24 hours, 600 "

Water remaining on hand fit for use at noon, 2400 "

Coal consumed during the preceding 24 hours, tons, 800 lbs.

Coal remaining on hand at noon, 96 " 240 "

P. M.																	
1	4	4	35.0	S.E. 1/4 E.	S.W. by S.	4-5		/	30.28	71	72	70	68	b.c.q.	cum. stratus	3	Sm.
2	4	4	39.4	S.E. 1/2 S.	"	4-5		/	30.28	71	72	70	68	o.c.q.g.	"	0	"
3	4	8	44.2	S.E. by S.	S.W.	5		/	30.28	71	71	69	68	"	"	0	"
4	4	8	48.6	S.S.E. 1/4 E.	S.W. by W.	5		/	30.30	71	71	69	68	b.c.q.	"	0	"
5	3	9	49.5	S.S.E.	"	4		2	30.31	72	69	69	68	b.c.d.	"	2	"
6	3	1	52.6	"	"	4		2	30.31	72	69	69	68	o.c.w.	"	0	"
7	3	4	56.0	S.S.E. 1/2 E.	"	4		2	30.32	72	69	69	68	o.c.p.	"	0	"
8	3	4	59.4	S.S.E. 3/4 E.	S.W.	4		2	30.32	72	69	69	68	o.c.d.	"	0	"
9	4	2	63.6	S.E. 1/2 S.	S.W. by S.	4		1 1/2	30.34	74	69	69	68	b.w.md.	"	2	"
10	4	1	67.7	S.E. by S.	S.W.	4		1 1/2	30.34	74	69	68	68	b.c.m.	"	4	"
11	3	0	68.5	S.S.E. 1/2 E.	S.W. by W.	4		1 1/2	30.34	74	69	69	68	"	"	4	"
Mid.	3	0	68.9	"	"	4		1 1/2	30.34	74	69	69	68	"	"	4	"

46 .5

under the command of Commander E. T. Strong, , U. S. Navy,

Thursday, January 28 , 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Generally overcast and cloudy. Clouds from South and S.S.W. Gentle to stiff breezes in puffs and squalls from S.S.W. By the wind starboard tack under all sail to topsails except jib and mainsail. Finished distilling and hauled fires under boiler & about 2 o'clock. Barometer steady. Slight S'ly swell after 2.

R. S. Tisdale
Ensign U.S.N.

From 4 to 8 A.M.

Overcast and cloudy. Moderate to fresh and stiff breezes in squalls. Barometer unsteady. By the wind on starboard tack under sail as at end of previous watch. Executed morning orders.

L. M. Kaiser
Ensign U.S.N.

From 8 A.M. to Merid.

Overcast and cloudy with passing showers first part of watch, clearing latter part. Moderate breeze with fresh squalls from S.W.N. to W. by S. Barometer steady then falling. Steering full on by on starboard tack under same sail as preceding watch. At 10.45 set mainsail and hauled up main trysail. At 11.30 having set up jib stay, set jib. Engaged in securing lanyards of lower rigging and securing sailing launch in cradle the intercostal having been set outboard and stern clamps bent. At 9.45 mustered at quarters and exercised apprentices at divisional drills. P.C. Porter (Painter) was this day discharged from the Naval Service by reason of expiration of term of enlistment.

J. F. Jordan
Lieutenant U.S.N.

From Merid. to 4 P.M.

Cloudy to overcast and equally with occasional passing showers. Moderate to stiff breeze from S.W. by S. first half, hauling to S.W. by W. last hour. Barometer fell first hour, then steady, rising last hour. Moderate sea from S.W. and W. By the wind on starboard tack, course to be made S.S.E. at first, at 1.00 changed to South. Under jib, fore topmast staysail, topsail cutter and spanker. Unbent and sent below storm sails. Steyed boat sails. From 3.30 to 4.00, exercised apprentices at gymnastics.

E. Z. Luby
Lieutenant U.S.N.

From 4 to 8 P.M.

Overcast with passing showers. Moderate S.W. by S. to S.W. breezes. At 5, exercised all hands reefing topsails, two single reefs, and then shook out one reef, leaving topsails single reefed for the night. At 5.18 sighted a sail off weather bow standing to N.E. Same sail passed close astern about 7.15.

W. Walker
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy, pleasant but light passing shower first half hour. Moderate breeze from S.W. and S.W. by W. slightly variable in force last part. By the wind starboard tack. No change in sail. Patent log found fault with sea wheel last two hours in reading.

R. S. Tisdale
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4-889

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport R.I. to Barbados W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	WIND. Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in Tenths.	State of the Sea.
A. M.	46	5															
1	3	7	71.8	S.S.E.	S.W. by W.	4		1	30.34	73	69	69	68	b.c. w.	cum.	7	Mo.
2	3	3	72.6	S. by E 3/4 E.	"	4		1	30.34	72	69	69	68	"	"	8	"
3	3	4	73.0	S. by E.	W. S.W.	4		1	30.35	73	68	67	68	"	"	7	"
4	3	5	73.8	"	"	4		1	30.37	73	67	66	68	"	"	7	"
5	2	5	73.8	S. 1/2 E.	"	3		2	30.37	72	68	67	68	"	"	6	S.
6	2	3	75.5	"	"	3		2	30.38	72	69	68	68	"	"	7	"
7	2	8	76.7	S. by E.	"	3-4		1	30.39	72	69	68	68	b.c.	cir. strat.	7	"
8	4	0	79.3	S.S.E.	S.W. by W.	4-5		1	30.39	72	69	68	68	"	cum. strat.	4	"
9	5	5	84.8	S.S.E. 1/2 E.	"	5		1	30.41	72	70	69	68	"	"	4	"
10	5	7	90.5	S.E. by S.	S.W.	5		1	30.42	73	70	69	68	"	"	3	"
11	6	7	97.2	S.E. 1/2 S.	"	5-6		1	30.42	73	70	70	69	"	"	4	"
Noon.	5	5	2.7	S.E. 3/4 S.	"	5		1	30.42	73	72	71	69	"	"	3	"

95 .4 Distance by Log

Position at 8 A. M. { Latitude by D. R. from Noon 32° 01' "N.
Longitude by Observation 53° 27' "W.

Position at noon: { Latitude by observation 31° 48' "N.
Longitude by observation 53° 05' "W.
Latitude by D. R. 31° 49' "N.
Longitude by D. R. 52° 59' "W.

Course made good since preceding noon: S.E. by E. 1/2 E.

Distance made good since preceding noon: 80 miles.

Distance by Log since preceding noon: 95.4 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. from Noon 31° 48' "N.
Longitude by Chronometer from P.M. observation 52° 58' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 475 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1925 "

Coal consumed during the preceding 24 hours, tons, ——— lbs.

Coal remaining on hand at noon, 96 " 240 "

P. M.																
1	5	3	8.0	S. by E. 1/2 E.	S.W. by W.	4-5	1 1/2	30.40	73	72	71	69	b.c.	cir. cum.	6	S.
2	5	0	——	N.W. 1/2 W.	"	4-5	2	30.38	73	72	71	69	"	"	4	"
3	5	6		"	"	4-5	2	30.37	73	72	71	69	"	"	6	"
4	5	5	8.0													
	1	1	9.1	S. by E. 1/2 E.	"	5	2	30.37	73	72	71	69	"	"	5	"
5	5	1	14.2	S. by E. 3/4 E.	"	5	1	30.38	73	72	71	69	"	"	4	"
6	5	0	19.2	S.S.E.	"	5	1	30.38	73	72	70	69	"	"	4	"
7	4	3	23.5	"	"	4-5	1	30.40	73	70	69	69	"	"	7	"
8	5	0	28.5	S. by E. 3/4 E.	"	5	1	30.42	73	70	69	69	"	"	6	"
9	4	5	33.0	S.S.E.	"	5	1	30.42	74	70	69	69	b.c. cir.	cum. nimb.	3	"
10	4	6	37.6	S.S.E. 1/2 E.	"	5	1	30.41	74	70	69	69	"	"	4	"
11	4	7	42.4	S.S.E. 1/4 E.	"	5	1	30.41	74	70	69	69	"	cir. strat.	5	"
Mid.	5	6	48.0	S.S.E. 1/2 E.	"	5	1	30.40	75	70	69	69	"	"	7	"

58 3

under the command of Commander E. T. Strong, U. S. Navy,

Friday January 29, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Heavy dew. Moderate breeze from S.W. by W. to W.S.W. Rising barometer. By the wind on starboard tack under single reefed topsails, courses, jib, fortopmast staysail and spanker. Patent log was frequently found fouled with sea weed. Moderate S.W. by sea.

L. McNamee
Ensign U.S.N.

From 4 to 8 A.M.

Clear and pleasant. Gentle to stiff breeze from W.S.W. to S.W. by W. Barometer rising, then steady. Steering full and by on starboard tack under same sail as preceding watch. At 6.18 shook reef out of topsails and set topgallant sails.

J. R. Jordan
Lieutenant U.S.N.

From 8 A.M. to Merid.

Cloudy Stiff to fresh breeze from S.W. by W. and S.W. Barometer rising slowly at first then steady. Smooth sea. By the wind on starboard tack under plain sail to topgallant sails. Course to be made South. At 9.30 mustered and inspected crew and apprentices at quarters. Exercised at fire quarters. Inspected apprentices clothing and took list.

J. B. Linds[illegible]
Lieutenant U.S.N.

From Merid. to 4 P.M.

Fair. Moderate to Stiff S.W. by W. breeze. At 12.45 took in and furled topgallant sails. At 1.00 wore ship, heading S.W. 1/2 W. Hauled in patent log reading 8.0. Cleared down main topsail and cebpmain topmast stay. In setting up main topgallant stay, the stay bolt in fore topmast truck tree pulled out. Stayed mast temporarily by jigger to fore topmast cap. At 3.20 hoisted main topsail and at 3.30 wore ship, heading S by E 1/2 E. patent log 8, when put on at 3.45. By order of Commanding Officer, C. Portman Asst Engr, was placed in solitary confinement, one day; bread and water, for not obeying an order. Percy Lincoln Norton, (Edw) re-enlisted this date for 3 years general service.

W. Buhne
Lieutenant U.S.N.

From 4 to 8 P.M.

Fair and pleasant. Moderate and stiff breeze from S.W. by W. and W.S.W. slightly variable in force. By the wind starboard tack. Barometer rising. Low clouds from W.S.W. first part of watch. Noted sea weed. No change in sail.

R. H. Tindale
Ensign U.S.N.

From 8 P.M. to Mid.

Clear and pleasant. Stiff breeze from S.W. by W. Barometer falling slowly. By the wind on starboard tack. No change in sail. Heavy dew.

L. McNamee
Ensign U.S.N.

Examined and found to be correct.

John W. Stewart
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex Third Rate,

Making passage from Newport, R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	5	8	3														
1	5	1	53.1	S by E 1/2 E.	W. S W.	5		1	30.38	74	70	69	69	b.c.v.	strat.	8	S.
2	4	7	57.8	S by E.	S W. by W.	5		1	30.37	74	70	69	69	"	"	7	"
3	4	8	60.3	"	"	4		1	30.37	74	70	69	69	"	"	7	"
4	5	0	63.2	"	"	5		1	30.37	74	70	69	69	"	cum. strat.	6	"
5	5	4	66.2	S 3/4 E.	"	5		1	30.37	74	70	69	69	"	"	6	"
6	5	2	71.4	S 1/2 E.	"	5		1	30.38	74	70	69	69	b.c.	"	6	"
7	4	9	76.3	South	W. S W.	4		1	30.40	74	70	69	69	"	"	5	"
8	6	2	82.5	"	W. by S.	4		1	30.41	73	70	68	70	"	"	5	"
9	6	3	88.8	S 1/2 E.	" "	4		1	30.41	73	70	69	70	"	"	7	"
10	6	4	95.2	S. by E.	W. S W.	4		1	30.41	73	70	69	70	"	"	7	"
11	6	6	1.8	S S 1/4 E.	"	4		1	30.41	73	70	69	70	"	"	7	"
Noon.	6	2	8.0	"	"	4		1	30.41	73	70	69	70	"	"	7	"

125 1. Distance by Log

Position at 8 A. M. { Latitude by D. R. from Noon: 30 °54' "N.
Longitude by Observation: 51 °48' "W.

Position at noon: { Latitude by observation: 30 °29' "N.
Longitude by observation: 51 °36' "W.
Latitude by D. R.: 30 °31' "N.
Longitude by D. R.: 51 °30' "W.

Course made good since preceding noon: S E 1/8 E.

Distance made good since preceding noon: 110 miles.

Distance by Log since preceding noon: 125.1 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. from Noon: 29° 53' "N.
Longitude by Chronometer from P.M. Observation: 51° 11' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 480 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1445 "

Coal consumed during the preceding 24 hours, tons, 800 lbs.

Coal remaining on hand at noon, 95 " 1680 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.																	
1	6	0	14.0	S 3/4 E.	W. S W.	4		1	30.36	73	74	71	70	b.c.	cir. cum. strat.	6	S.
2	5	7	19.7	South	W. by S.	4		1	30.36	73	74	72	70	"	cir. " cum.	6	"
3	5	3	25.0	"	"	4		1	30.35	73	74	72	70	"	cum. strat.	5	"
4	5	0	30.0	S 1/4 W.	"	4		1	30.35	73	74	72	70	"	"	6	"
5	5	1	35.1	S 1/2 W.	W. by S.	4		1	30.36	73	72	71	69	"	"	6	"
6	2	3	37.2	S by W.	"	3		1	30.37	74	70	70	69	o c.m.d.	cum. nimb.	0	"
7	2	5	—	"	"	3		1	30.39	75	70	70	69	b.c.m.d.	"	3	"
8	2	5	38.3	"	"	3		1	30.38	74	70	70	69	"	"	1	"
9	2	8	—	"	W. S W.	3			30.38	74	70	70	69	o.c.m.	"	0	"
10	3	0	40.0	"	"	1-3			30.38	75	70	70	69	"	"	0	"
11	3	0	41.4	"	W. by S.	1-3			30.38	74	70	69	69	"	"	0	"
Mid.	2	5	43.8	"	"	1-3			30.38	74	68	68	69	"	"	0	"

45.7

under the command of Commander E T Strong, U. S. Navy,

Saturday. January 30, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Clear and pleasant. Moderate to stiff breeze from W. S.W. to S.W. by W. Barometer steady. Steering by the wind on starboard tack under square sail to topsails, jib, fore topmast staysail and spanker.

J. N. Jordan
Lieutenant U.S.N.

From 4 to 8 A.M.

Fair and pleasant. Stiff to moderate breeze from S'd. and W'd Barometer rising slowly. Smooth sea. By the wind on starboard tack. Course to be made S by W. Under plain sail to topsails at first, at 7 set topgallant sails royals. Cleaned ship morning orders.

L. Lusk
Lieutenant U.S.N.

From 8 A.M. to Merid.

Clear. Moderate N.S.W. breeze. Dull and by. Finished cleaning up at 8.20 set flying jib and set up fore topgallant preventer backstay. By order of Commanding Officer, P.L. Horton Ldg, was rated Painter from this date.

M Hulme
Lieutenant U.S.N.

From Merid. to 4 P.M.

Clear to fair and pleasant. Moderate breeze from W.S.W. and W. by S. By the wind starboard tack, under all plain sail. At 1.15 took in and stowed flying jib. By order of the Commanding Officer released from confinement C Quartzman (A.B.), by reason of expiration of punishment. Long N'Wly swell, high cirrus from N.W. Bank of clouds to N.W.

R.S. Teadale
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy to overcast. Moderate to gentle breeze from W. by S. to West. Barometer rising till last hour. Occasional fine drizzling rain latter part. By the wind on starboard tack and on course S by W. At 5.10 furled topgallant sails and royals and at 5.25 called all hands, double reefed topsails and furled mainsail and jib. Long N'Wly swell.

L. McNamee
Ensign U.S.N.

From 8 P.M. to Midn.

Overcast cloudy occasional mist or fine rain. Light airs to gentle breeze from W.N.W. to W. by N. Barometer steady. Steering a course S by W. under same sail as preceding watch. At 10.15 hauled up spanker. Long swell from West.

J. N. Jordan
Lieutenant U.S.N.

Examined and found to be correct.

John W Stewart
Lieutenant U.S.N. Navigator.

4—265

LOG of the UNITED STATES Ship Essex. Third Rate,

Making passage from Newport R.I. to Barbados, W.I.

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
A. M.	45	7															
1	2	2	46.0	S. by W.	W. N.W.	3			30.36	68	68	68	69	o.c.d.gp	cum.nimb	0	L.
2	2	0	47.2	"	"	3			30.36	68	68	68	69	b.c.	"	5	"
3	2	5	—	"	"	3			30.34	68	68	68	69	"	"	3	"
4	2	8	48.3	"	"	3			30.34	68	68	68	69	"	"	2	"
5	2	9	51.2	"	"	3			30.33	68	67	67	69	"	"	2	"
6	2	6	53.8	"	"	3			30.35	68	67	67	70	"	"	1	"
7	4	9	58.7	"	"	3			30.35	68	67	67	70	"	strat.	3	"
8	4	4	63.1	"	N.W. by W.	3			30.34	68	67	67	69	"	cum.strat.	5	"
9	4	8	67.9	"	N.N.W.	3			30.36	73	69	68	69	"	cir.cum.	4	"
10	5	5	73.4	"	"	3-4			30.37	73	69	68	69	"	"	3	"
11	5	1	78.5	"	N.W.	3-4			30.33	72	70	69	69	"	"	1	"
Noon.	5	0	83.5	"	"	3-4			30.35	72	70	69	70	"	"	3	"

90 4 Distance by log

Position at 8 A.M. { Latitude by D. R. from Noon: 29° 18' "N
Longitude by observation: 51° 14' "W.

Position at noon: { Latitude by observation: 29° 00' "N.
Longitude by observation: 51° 12' "W.
Latitude by D. R.: 28° 58' "N.
Longitude by D. R.: 51° 09' "W.

Course made good since preceding noon: S 1/2 E.

Distance made good since preceding noon: 100 miles.

Distance by Log since preceding noon: 90.4 miles.

Current per hour: miles, set true.

Position at 8 P. M. { Latitude by D. R. from Noon: 28° 19' 1 "N.
Longitude by Chronometer from P.M. Observation: 51° 08' "W.

Variation of compass:

Error of compass observed at

Deviation of compass on

Water expended during the preceding 24 hours, 445 gallons.

Water during the preceding 24 hours, "

Water remaining on hand fit for use at noon, 1000 "

Coal consumed during the preceding 24 hours, tons. — lbs.

Coal remaining on hand at noon, 95 " 1680 "

Hour.	Knots.	Tenths.	Reading of Patent Log.	COURSES STEERED by Standard Compass.	WIND. Direction by Standard Compass.	Force.	Heel.	Leeway.	BAROMETER. Height in inches.	TEMPERATURE. Ther. att'd.	Air, Dry Bulb.	Air, Wet Bulb.	Water at Surface.	State of the Weather, by symbols.	Forms of Clouds, by symbols.	Prop. of Clear Sky, in tenths.	State of the Sea.
P. M.	1	1	84.6	S. by W.													
1	3	6	88.2	S. by W. 1/2 W.	N.W. by W.	3			30.32	72	70	69	70	b.c.	cum.	3	L.
2	5	0	93.2	"	W.N.W.	4			30.30	73	70	69	70	"	"	2	"
3	5	0	98.2	"	"	4			30.28	73	70	69	72	"	"	2	"
4	5	3	3.5	"	N.W.	4			30.28	73	70	69	72	"	cum.strat. nimb	1	"
5	6	1	9.6	"	"	4			30.29	72	69	67	71	o.c.	"	0	"
6	5	4	15.0	"	"	4			30.29	72	69	67	71	"	"	0	"
7	4	8	19.8	"	"	4			30.30	72	69	67	71	b.c.	"	4	"
8	5	1	24.9	"	"	4			30.31	72	69	67	71	"	"	0	"
9	4	6	29.5	"	"	4			30.29	73	68	67	70	o.c.d.gp	cum.nimb	0	"
10	5	5	35.0	"	N. N.W.	4-5			30.31	72	68	66	70	"	"	0	"
11	4	7	39.7	"	"	4			30.29	73	67	67	70	"	"	0	"
Mid.	3	8	43.5	"	"	4			30.27	73	67	67	70	"	"	0	"

60. 6

under the command of Commander E. T. Strong, U. S. Navy,

Sunday, January 31, 1897.

RECORD OF THE MISCELLANEOUS EVENTS OF THE DAY.

Commenced and until 4 A.M.

Overcast to cloudy, light passing showers first hour. Gentle breze from N.N.W. Barometer falling slowly. Steering course S by W. under fore topmast staysail, forsail and double reefed topsails. At 6 hauled in patent log and at 3.30 put it out again reading 47.2.

L. B. Lucky
Lieutenant U.S.N.

From 4 to 8 A.M.

Cloudy to fair. Gentle N.N.W. to NW by W. breze. At 6.10 shook reefs out of topsails and made sail to royals. Long swell from N'd and W'd. Executed morning orders.

M. Arthur
Lieutenant U.S.N.

From 8 A.M. to Meridian.

Fair to cloudy, but pleasant. Gentle and moderate breze from N.N.W. to N.W. On course S. by W. Under all plain sail. At 9.30 had quarters and the Commanding Officer inspected ship and crew. Long swell from N.W. Barometer slightly unsteady.

R. D. Tisdale
Ensign U.S.N.

From Meridian to 4 P.M.

Cloudy and pleasant. Gentle to moderate breze from N.N.W. to N.W. At 12.15 by order of Commanding Officer changed course to S by W½W. patent log 846. No change in sail. Long NWly. swell.

L. McNamee
Ensign U.S.N.

From 4 to 8 P.M.

Cloudy and pleasant. Moderate breze from N.W. Barometer steady then rising. Long swell from W'd. Steering a course S. by W½W. under all sail to royals. At 5.30 took in royals, topgallant sails and flying jib.

J. N. Jordan
Lieutenant U.S.N.

From 8 P.M. to Mid.

Cloudy with light passing showers at times. Moderate to stiff breze from N.W. and N.N.W. Barometer falling at first then rising, fell last hour. Long swell from N'd and W'd. Steering course S by W½W. under plain sail to topsails at first; at 8.50 took in spanker.

L. B. Lucky
Lieutenant U.S.N.

Approved

E. T. Strong
Commander U.S.N.
Commanding

Examined and found to be correct.

John A. Tennant
Lieutenant U.S.N. Navigator.

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